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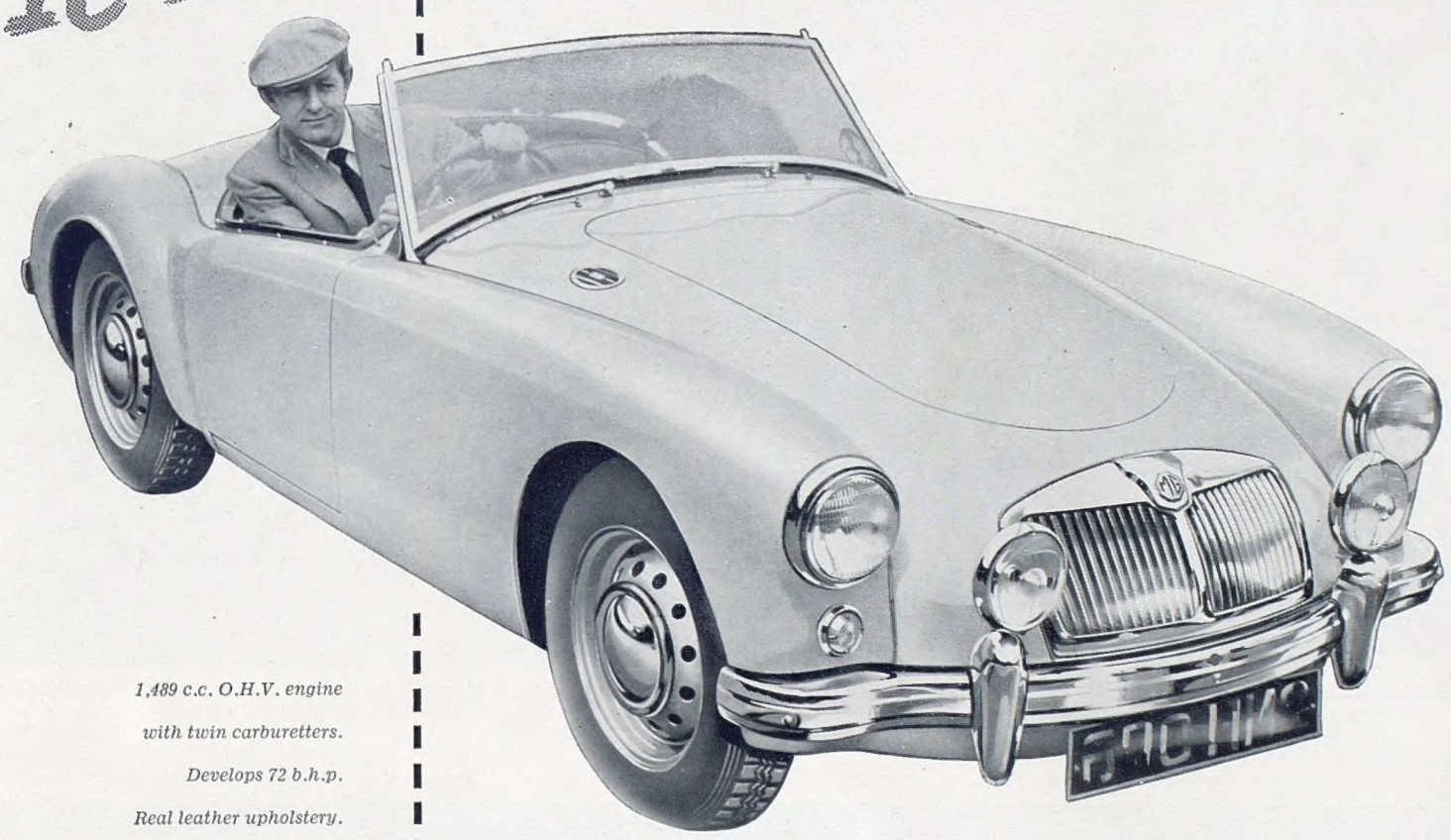

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The non-cinemagoer's guide to good films

IF ANY TWO CRITICS agreed in their list of the six best films of 1956 we might feel more diffidence than we do in offering one that perhaps differs in some respects from all of them. We are not critics. We just make films. Our choice is strictly partial.

Not being critics is not the same as being uncritical. We have, in fact, rather exacting standards. Have we made this film as well as we know how? Does it do what it set out to do? Is it good entertainment—as measured by the merciless yardstick of the box-office?

By being precisely what they were meant to be — first class entertainment — these six films contribute to the prosperity of the British film industry. And this is part of the prosperity of the country, bringing in foreign currency, helping full employment. Surely everybody wishes it!

Yet the production side of this industry, besides bearing the tax burden common to all industries, must *in addition* see its potential receipts from exhibition cut, by Entertainment Tax, by nearly one third. The best film making, the most massive box-office figures, are powerless to ensure prosperity under these conditions. Fine films will go unmade, dollars unearned, studio productivity will be lower than it could be, while Entertainment Tax remains at 31%. Its reduction is as important to non-cinemagoers as to anyone else.

"A Town Like Alice" will never be forgotten for the matchless performance of Virginia McKenna as a woman whose courage shone through dark years of hardship and endurance. It is a story that speaks nobly for Britain — and for humanity.

'Reach For The Sky", the life story of Douglas Bader, played by Kenneth More. Over 13,000,000 people in the U.K. alone have already applauded its warmth, its humour, its honesty — and it is destined to inspire millions more as it makes its triumphant progress around the world.

"Up In The World" re-affirms Norman Wisdom as the screen's number one comedian in a tailor-made comedy that has the pace, invention and lavish staging that true slapstick demands. It will make the whole world laugh — for Norman speaks an international language.

Checkpoint" is a high-powered adventure set against the exciting background of an Italian motor race, and stars popular Anthony Steel. Once again authentic locations — superbly photographed in Eastman Colour — provide a spectacle that only the screen can present.

"The Spanish Gardener" brings the Spain of A. J. Cronin's famous novel to the screen in the full beauty of VistaVision and Technicolor. Dirk Bogarde, one of Britain's top box-office favourites, heads a distinguished cast in a production of truly international appeal.

The Battle Of The River Plate"—honoured as the Royal Performance Film of 1956, acclaimed by record-breaking crowds at the Odeon, Leicester Square, has fully justified the confidence of its makers, who travelled halfway across the world to ensure its authenticity.

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for the film we could not afford to make because the money to finance it went in Entertainment Tax.

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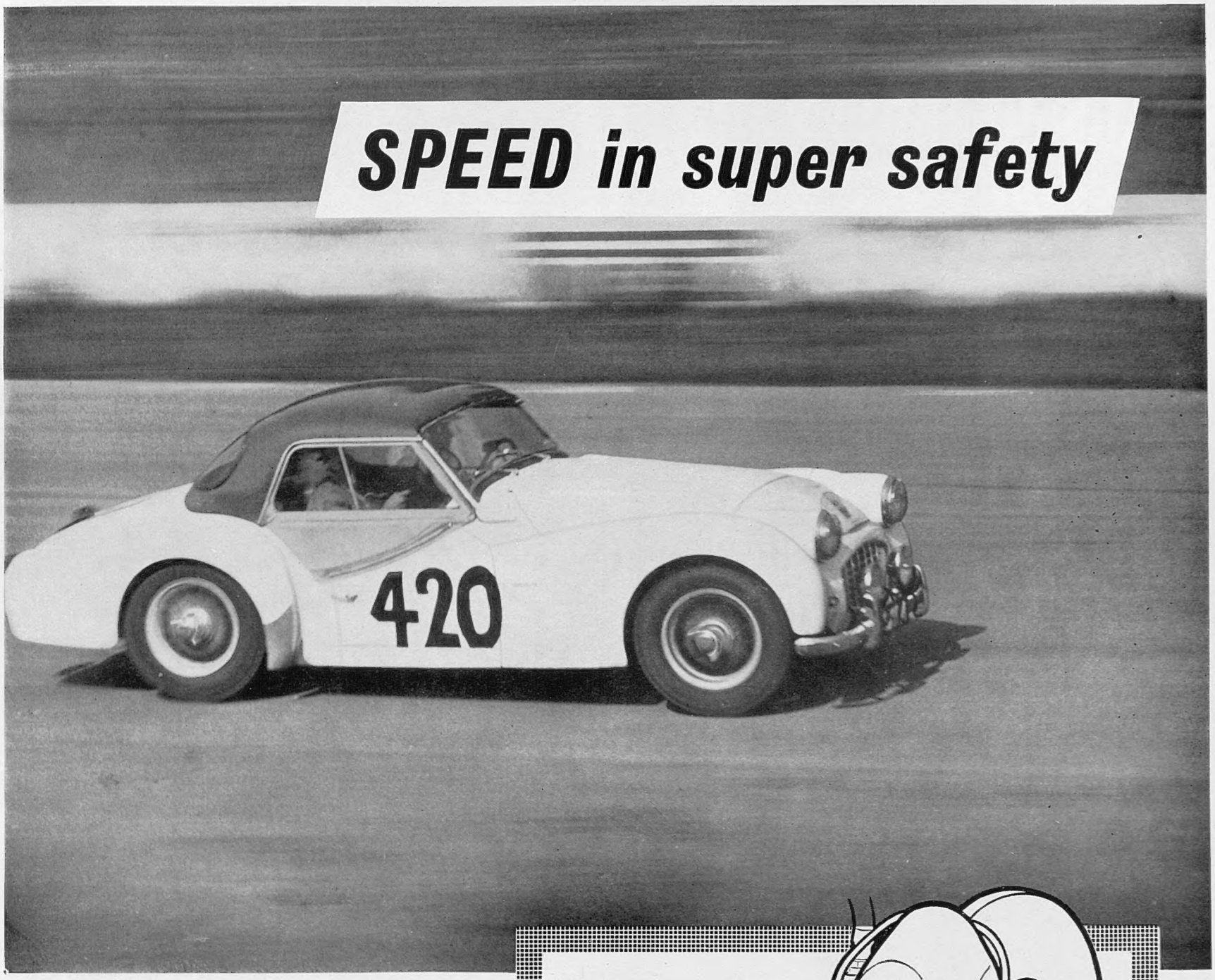

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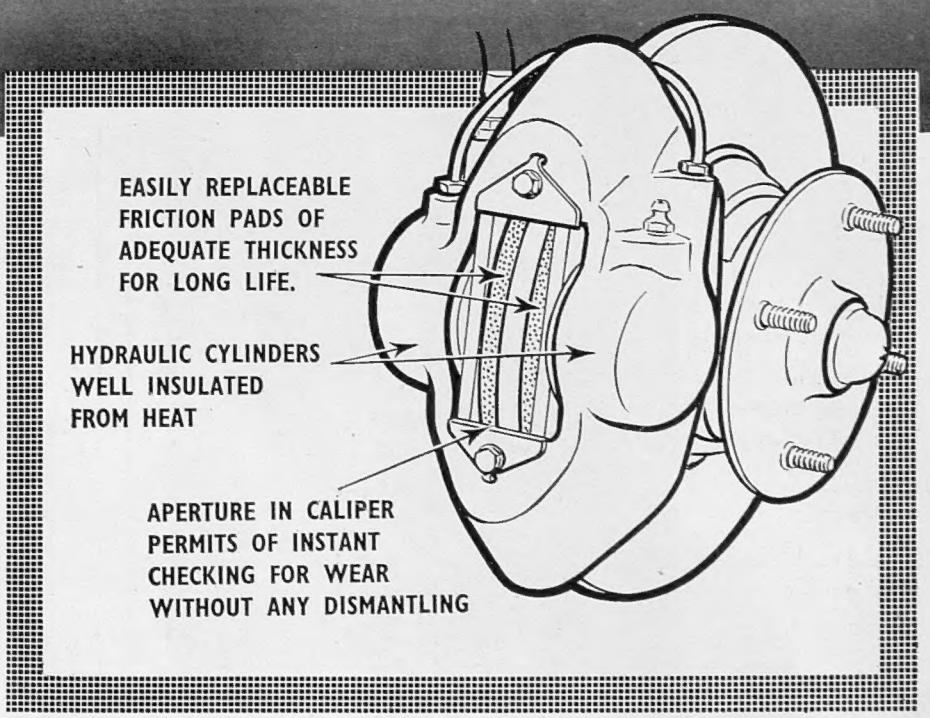

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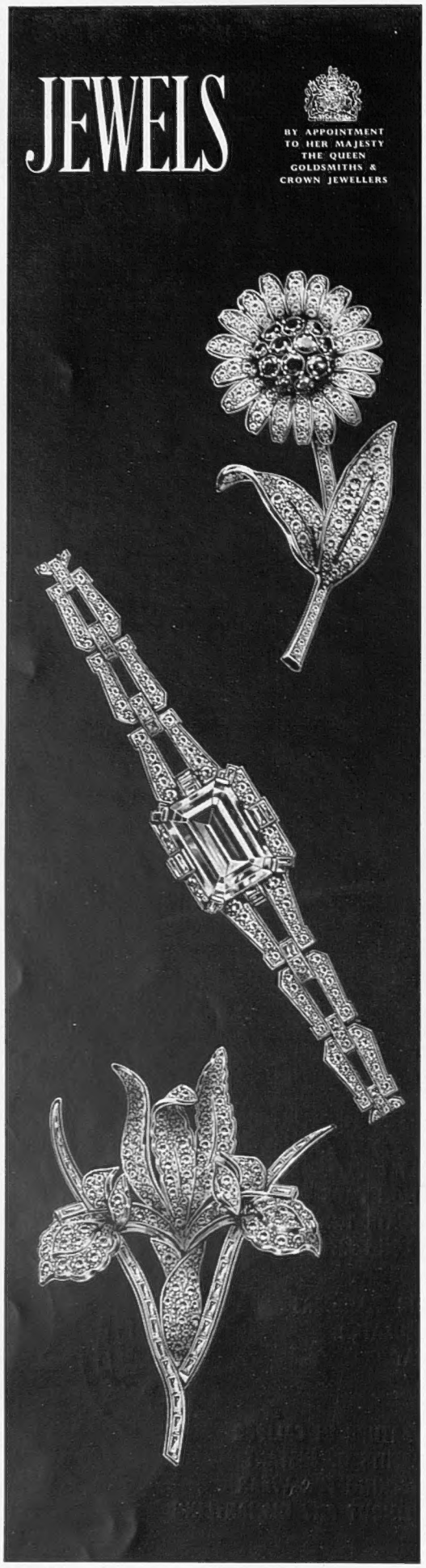

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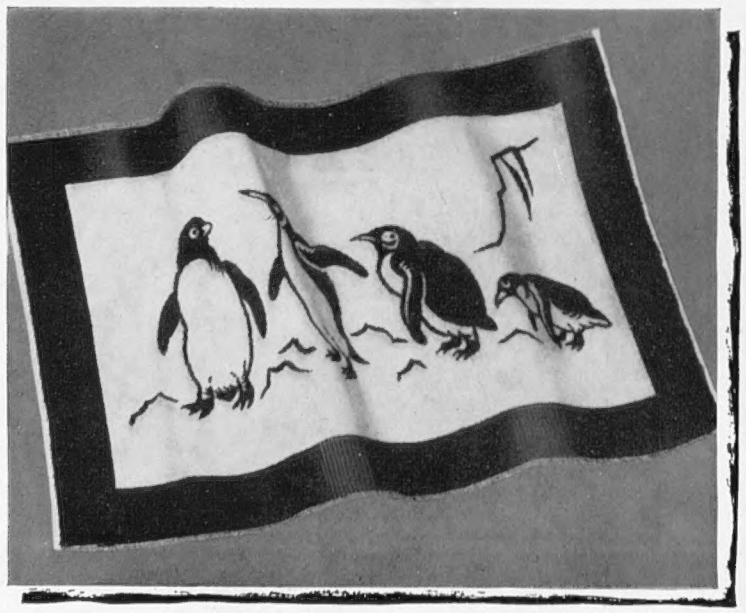

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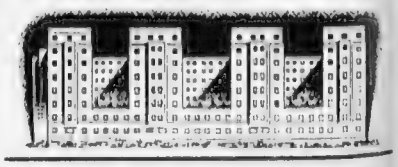

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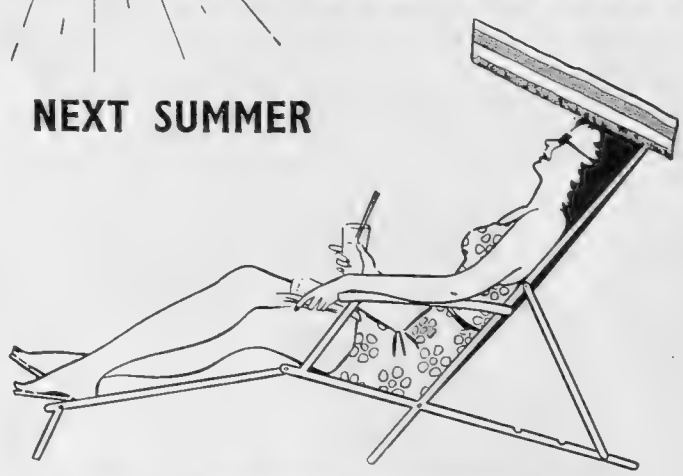

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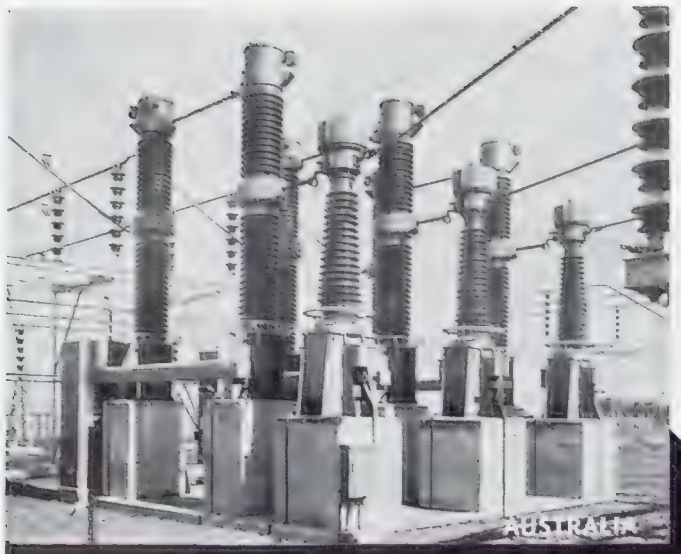

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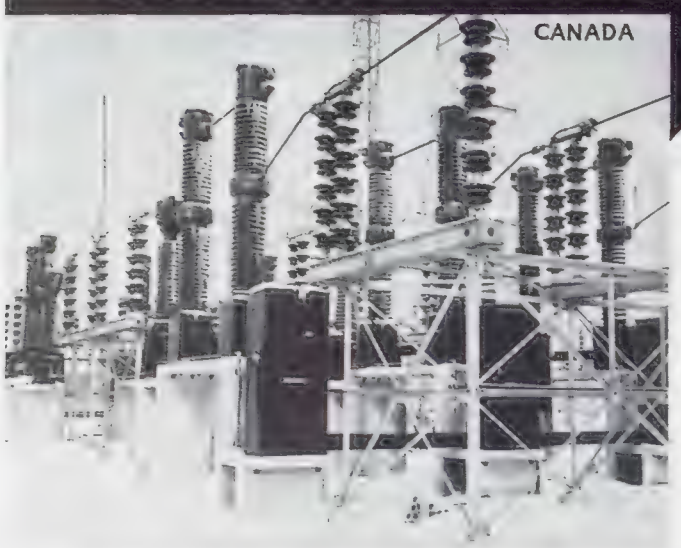

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Volume CCXXVIII No. 2962 The SPHERE, London, January 5, 1957

The SPHERE

with which is incorporated THE GRAPHIC

AMERICA'S NEW AMBASSADOR TO BRITAIN—MR. J. H. WHITNEY IS APPOINTED TO LONDON: Seen here in his office in New York, the new Ambassador is expected to take up his diplomatic duties at the end of February or early in March. Mr. Whitney, aged fifty-two, is a well-known financier and sportsman and is no stranger to Britain, having studied at Oxford and served in the United States Air Force in Britain during the last war. He succeeds Mr. Winthrop Aldrich.

President Eisenhower's announcement of the appointment of Mr. Whitney to London caused little surprise. It had been known for some time that Mr. Aldrich, who is seventy-one, wished to return to the United States "for personal reasons" at the end of the President's first term of office and it was widely predicted that Mr. Whitney would succeed him. In accepting Mr. Aldrich's resignation "with reluctance," Mr. Eisenhower has asked him to stay at his post for a few weeks beyond January 20, the effective date of his resignation. This will enable the Senate to have ample time to confirm his successor's appointment. Mr. Whitney is a distinguished New York financier and a keen player of many games. He often joins the President for golf at Augusta National Golf Club, of which they are both members. He is also a patron of the arts. During the war, in which he served in the United States Air Force, he was taken prisoner by the Germans in 1944 but escaped by jumping from a moving train. His appointment comes at a time when U.S. foreign policy is being given a "new look" and many changes in American diplomatic representation are under discussion.

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The SPHERE
THE GRAPHIC

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FROM "THE SPHERE" OF 50 YEARS AGO

A DISTINGUISHED MAN OF LETTERS BECOMES BRITAIN'S AMBASSADOR IN THE UNITED STATES: The Rt. Hon. James Bryce was appointed to Washington on December 31, 1906. For the past year he had been Secretary of State for Ireland in the Campbell-Bannerman Cabinet. He already had behind him a distinguished career in politics and literature. Regius Professor of Civil Law at Oxford University from 1870 to 1893, he entered Parliament in 1880 as a Liberal. Under-Secretary at the Foreign Office in 1886, he was appointed to the Cabinet as Chancellor of the Duchy of Lancaster six years later and from 1894-95 he was President of the Board of Trade. His two outstanding books, now classics, are *The Holy Roman Empire* (1864) and *The American Commonwealth* (1886). He retired from his embassy in 1913. Bryce received the O.M. in 1907 and a Viscountcy in 1914.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

A London Newsletter

195-198, STRAND, W.C.2.

To Thine Own Self be True.—I know quite a few great men who "travel second-class," who from necessity or preference live without unnecessary luxuries; and I start the year 1957 with two fixed beliefs:—(1) display and extravagance and publicity do not indicate either greatness of character or of ability—despite the social columnists' belief that they do; (2) we are far from being a second-class power. We are the greatest people on earth and our Commonwealth is the salt of the earth which has not lost its savour, and will never lose it if our race will but be true to itself, to its glorious traditions and fine characteristics. I am tired of being told (even by some of our own people) that we must ruefully accept the fact that we have dropped into the second class and that the Americans, because of their wealth, and the Russians, because of their strength, are the only first-class powers. These are the criteria of social columnists and they have given us a deficiency complex. Partly we are to blame. For two generations we have slavishly imitated the worst of the social fashions and stunts from an inferior section of the American people. For two generations we have forgotten to practise the finest of our qualities which once we imparted to more backward nations, qualities which built up our world influence and can still maintain it, if England to herself would be but true. Let us abandon this deficiency complex and remember what we were and still are, what we have given to civilisation and can still give, and then we shall discover that neither money nor power can make nations or men first-class, but only character. And only character can influence those who consciously or subconsciously are aware that they need it. Let us as a nation practise economy in showmanship and luxury, but *never* in confidence in our peoples and our destiny.

Travelling Second-class.—One of the bitter truths, no doubt, which, in the sombre close of last year, no vigorous partisan of right or left, pro-Eden or anti-Eden, seems to have challenged is the fact that Britain's influence in world affairs has declined as her economic strength has declined and that she has become, temporarily at least, a "second-class" power. With no solid dissenting voice, the unpalatable truth has been accepted. There is no reason why one day we should not travel first-class again, but it will take time. Meanwhile common sense suggests that we should cut our coats to our cloth and examine how second-class powers conduct their affairs. Of one thing I am absolutely convinced—that others conduct their affairs with greater realism, stricter economy and, perhaps necessarily, with less nostalgia for the great days of the past—in a material sense. We reserve a contemptuous smile for bankrupt squires, who continue to parade the outward semblance of grandeur when they can no longer pay their tradesmen. But that is precisely what we, as a nation, continue to do. We live still on the pattern of past grandeur and it seems to me more pathetic than dignified. In no other country in Europe this side of the Iron Curtain—and none to-day is a first-class power—are these extravagances indulged. Neither central nor local government is conducted with the reckless splendours hardly justified in days of great prosperity. Those which are still monarchies, are content with modest entourage and panoply for their courts which cut the splendours and ceremonial to fit their circumstances and thereby lose nothing in dignity and democracy. The extravagances of our bestowals of titles and orders have no parallel in any other country and belong to the days of aristocratic government and privilege. There is something deplorable, if it were not pathetic, in a great nation continuing to bolster up its former greatness by multiplying high-sounding titles and ceremonial offices. In the Commonwealth we are an equal partner with our partners and no other of them indulges in these practices or has the slightest belief that they are necessary to bolster up the dignity of the Crown. Every visit of the Sovereign to Commonwealth countries is a proof of that.

Nostalgie de la Grandeur.—In no other Western European country is the central and local bureaucracy organised on lines so splendid, so extravagant and so wasteful of time. With the worn-out tools of our "better days," we build up the new democracy on the old foundations. Overlapping departments, immense and redundant committees, with palatial buildings to house them and to encourage cosy and costly talk, are apparently a necessary part of our "true democracy." In order that every interest should be represented on thousands of committees, two or three from each interest are judged more likely to be effective than one; and a committee of twenty-five more likely to do a job than one of five. No doubt, these redundancies were harmless in the days when volunteers engaged in public work. To-day the volunteers are disbanded. Almost all the committee men require to be paid for their journeys and labours, and for the bulk of them their interventions in debate are no more valuable than as proof of their presence (and right to compensation). And so it is that every time the appropriate Minister assures the House that further saving in administration is well-nigh impracticable, I wonder when it will occur to some Ministerial economist to take a note from the book of a wise and ruined squire, who sees the folly of bolstering up the days of his prosperity. Instead he builds for himself a more modest and streamlined way of life in a smaller and up-to-date house, accepting the unpleasant fact that he is no longer a great landowner, can no longer afford a horde of retainers. Living in and on our past grandeur is making us ridiculous.

Mr. Hammarskjöld.—The Anglo-French forces had evacuated Port Said just in time for a Christmas respite of peace and goodwill. For my part (and perhaps your part) I hoped that that respite would enable Mr. Hammarskjöld (whose name I can never spell and for which I am given too many choices of pronunciation) to ration his goodwill more equitably. No one can blame a man for fighting for and defending by all means the job to which he has set his hand, and when somebody throws a spanner into his works, he is entitled to express his pain and show his disapproval. Mr. Hammarskjöld's job is the U.N., and he pursues it with vigour and determination. But before he became general manager (and since) many spanners have been thrown into the works, and lately I have felt that he and his lieutenant, General Wheeler, have concentrated their animosity too much on the last thrower. The big dictators and the small (among them Nasser), after all, have shown a pretty cool disregard for the majority opinion of the U.N. and derided their resolutions; as, for example, in the matter of Israel's use of the Canal. Britain's record for support of the U.N., at least up to November 1956, stands second to none and I doubt if Mr. Hammarskjöld's business is likely to pay a dividend if France and Britain are to stand in the pillory or be cold-shouldered at the board meetings. In short, it is high time that Mr. Hammarskjöld and his deputy, General Wheeler, began to see the problem whole and thought more of the fabric of the U.N. than of the face of Nasser. A U.N. composed of small fry and privileged little Nassers is not going to bring discipline back into this beastly private school which is the world to-day. It needs some bigger boys from the sixth form; and it is very seldom even in the best-run schools that a headmaster can choose saints for prefects. Most nations blot their copy-books, like most schoolboys, some time or another. Mr. Hammarskjöld, no doubt, is a great headmaster. He has, of late, been beastly to us. Let him be "a beast . . . but a

THE INDIAN PRIME MINISTER IN GERMANY

MR. NEHRU MEETS DR. ADENAUER: The Prime Minister of India sits before the microphones in Düsseldorf with Dr. Adenauer during a flying visit to Germany. Mr. Nehru was on his way back to India after his visits to the United States, Canada and Britain. On leaving Düsseldorf, the Indian Prime Minister said that the first problem to be solved in the Middle East was the clearance of the Suez Canal, and the second, a general Suez settlement. "Hungary, Egypt and other factors" had brought with them a new phase of historical development, and a new attitude to international affairs was needed.

just beast." It is high time for him to complete the quotation, especially if he wants his job and his school to survive.

Better Days for Cyprus?—The armour of optimism is the necessary battledress of Ministers while they wrestle with their problems which are mostly insoluble. The Chancellor wears it when he scouts a general rise in the costs of living owing to petrol costs, and Mr. Lennox-Boyd wears it while Lord Radcliffe's new charter for Cyprus is under consideration. It is hard to share his optimism, though he has a small bull-point in his faith. Most people—even those who seem to thrive on political violence—at last grow tired of sabotage, assassination, plots and hatred, and long for dull security once more. No doubt a majority in Cyprus have reached this reaction. Unfortunately that majority is dumb and powerless. The bitter and recalcitrant minorities are not yet tired of their resistance movements. They are not interested in the Radcliffe blue-print of the first stages to a happier future for Cyprus. They look only to the vaguer second stage, self-determination, which to most of them means reincorporation in Greece. To the rest of them, it means diarchy. The Turkish minority could not accept the whole hog of self-determination. The partition of a small country is a hopeless compromise, doomed to perpetual trouble, as John Bull's other island proves. While Makarios is making up his mind whether or no to eat his words and lose his face in a Christmas gesture, he, too, will be looking further than the first stage, however fair a compromise it may seem. There seems to me nothing but endless difficulty ahead in any stage to a happier future. The happiest issue would be the discovery that, after all the agony and expense of securing a vital base, Cyprus is indeed no such thing but a death-trap, as vulnerable as a town under the shadow of an active volcano. Military experts have already so branded it. Other experts still cite the Suez Crisis as proof positive of its importance as a base. To find suitable bases, we are driven from pillar to post. Perhaps soon our dove of peace will find a new resting-place. Then we can cheerfully abandon Cyprus to determine its own future in its own way.

The Chaos of Fuel Rationing.—I suppose things will straighten out in time. Nowadays no Government decision appears to be made with any prevision of the consequences or, indeed (to cite the new rating of shopkeepers), with any attempt to get down to brass-tacks. No one foresaw the chaos which would result from the applications for supplementary coupons being superimposed on the Christmas postal rush and on the fact that the road books surrendered would be urgently needed for relicensing cars in County Halls. There is no uniformity, for instance, in the supplementaries accorded to magistrates. Buckinghamshire magistrates, on instructions from their Clerk of the Peace, applied to the Reading R.P.O. and received their 2 gallons a month a fortnight ago. Sussex magistrates, similarly applying to Kew, cannot get their road books back with or without coupons. And another muddle. Many garages were still quite unable at the end of the year to tell their clients (*a*) whether their first month basic allowance (as the coupon suggests) is strictly for use during the first month, and, if so, what day in January is the last day of the first month; or (*b*) whether one can take the whole four months' ration in December or the whole in April. That was the position just before Christmas and entitled one to say that the Suez Canal adventure has been one long bungle at home and abroad, in matters great and small.

The Greatest of These . . .—No doubt at all it is more blessed to give than to receive, certainly it is so when you can well afford to give. When the urge to give is far stronger than your bank balance, the blessing is apt to be qualified with regrets and embarrassment. No year ever went out with so many calls in the season of generosity for generous help for those in trouble and want, and never were the appeals so impelling. The Hungarian refugees, the refugees from Nasser's tyranny, the returning Poles from Russian prisons, the displaced persons, prisoners and captives all over the world, they need our help urgently. We have our Welfare State, but still, it seems, it is not all-comprehensive by any means. Still the homes for unwanted children, the distressed gentlewomen, the hospitals outside the scheme, the holiday funds and the thousand other hardy annuals have claimed our sympathy in their needs, as of right. It would indeed be blessed to be able to give generous, doubled response to every appeal made to us at this time of year. The heart denies that charity begins at home, most of all this year. But the brain cannot reject the law of nicely calculated less or more. Charity in one sense begins at home. A man must keep something to pay his tradesmen and keep a roof over his family. The hard service of faith, hope and charity is a Christian's constant duty. This year undoubtedly the greatest (and hardest) of these is charity.

THE OLD STAGER

H.M.S. "THESEUS" COMES HOME

BRITISH TROOPS RETURN FROM THE MIDDLE EAST BY AIRCRAFT-CARRIER: Soldiers from the Canal Zone crowd the flight-deck of the aircraft-carrier *Theseus* as she lies docked at Portsmouth. In the background is the light carrier *Bulwark*, which was also engaged in troop-carrying from the Middle East. As she approached Portsmouth *Theseus* suffered a slight mishap while held up in fog off Spithead. She was in collision with the 5,000-ton Norwegian tanker *Geira*, which sustained damage to her upper decks. The aircraft-carrier escaped with scratches, but was delayed by six hours. On board were over a thousand men of the R.A.O.C., R.A.S.C., R.E.M.E., and R.E.

THE POLISH–SOVIET AGREEMENT SIGNED IN WARSAW

THE CEREMONY IN THE STATEROOM OF THE FORMER PALACE: From left to right, seated at the table, are Marshal Zhukov, Soviet Minister of Defence, Mr. Shepilov, Soviet Minister of Foreign Affairs, Mr. Rapacki, Polish Minister of Foreign Affairs, and General Spychalski, Polish Minister of Defence. The ceremony of signing the agreement took place in a stateroom of the former palace on the edge of the Old Town of Warsaw. Although the exact details of the agreement have not been made public, it would seem probable that it is based on the concessions granted by the Soviet leaders on the occasion of Mr. Gomulka's visit to Moscow in November. At the end of that meeting Mr. Gomulka stated that from henceforth manœuvres by Soviet troops in Poland will take place only with the consent of the Polish Government. Poland acknowledged the necessity of the presence of the Red Army in the country to guarantee the Oder-Neisse frontier with Germany, and to maintain the lines of communication between the U.S.S.R. and the very large Soviet garrison which is stationed in East Germany. It was agreed at the meeting that in any case the stationing of Russian troops in Poland was of a temporary nature.

On left—

BEFORE SIGNING THE AGREEMENT: Marshal Zhukov, Soviet Minister of Defence (on left), talks with Mr. Gomulka, First Secretary of the Polish United Workers' (Communist) Party (on right), and General Spychalski, the Polish Minister of Defence, at a reception before the ceremony of signing.

RUSSIAN NAVAL STORES CAPTURED IN EGYPT: A naval technician examines some of the equipment seized by the Royal Navy at Port Said and now on display at the Portsmouth Naval Dockyard. From left to right are a motor-boat engine and spares, two large pumps, the one on the right being a steam-driven turbo fuel pump and on the extreme right, a computer. Nothing spectacular has been found among the equipment and much of it is similar to machinery in general use in the Royal Navy

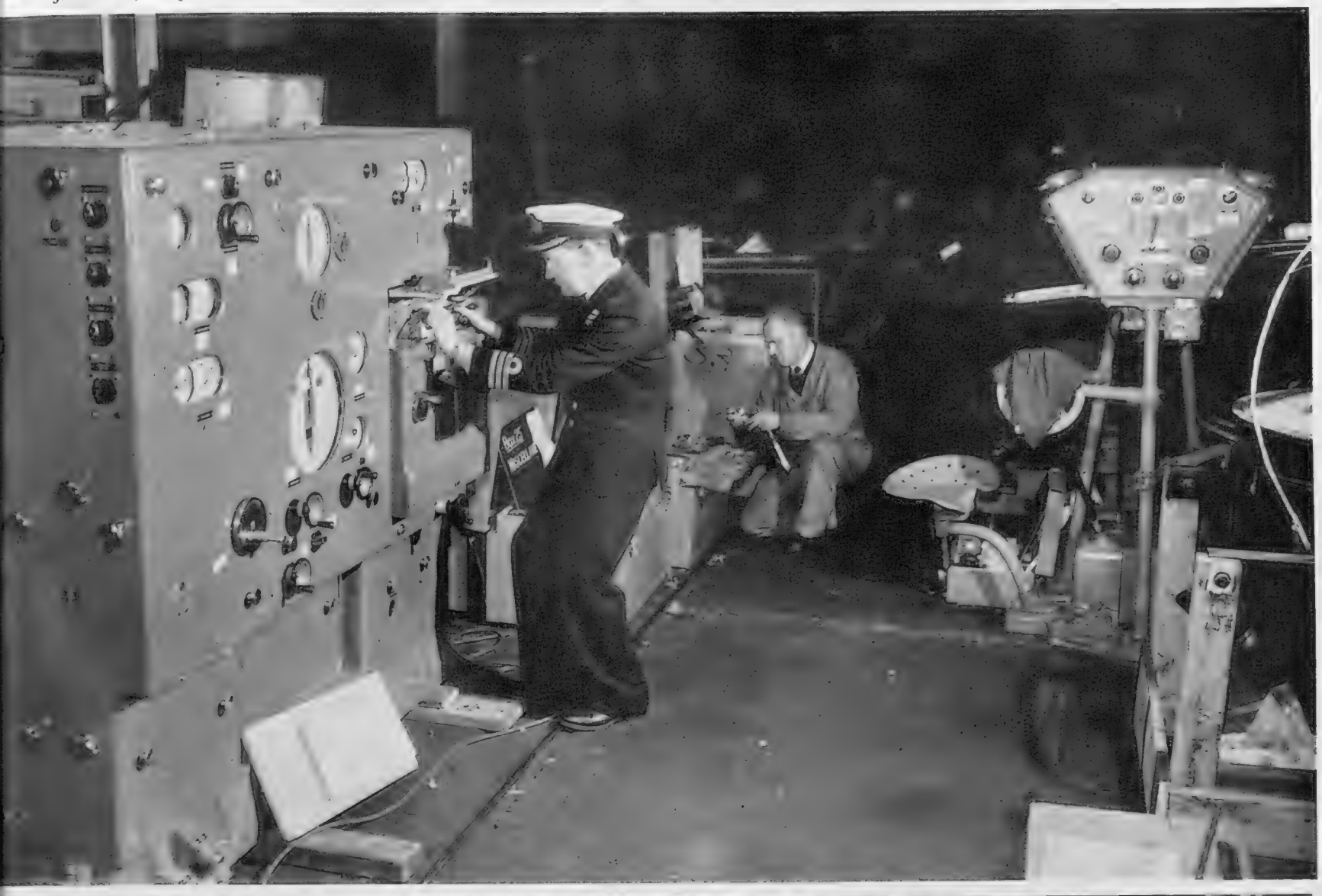
INSPECTING THE TROPHIES: Commander N. A. Dolton, a dockyard engineer-ordnance officer, inspects a two-man computer trainer, while two technicians examine a gun-barrel. Nearly all the stores consist of replacements and spares for a Soviet Skoryi-class destroyer of which Egypt is thought to have at least two. The rest of the equipment is for training.

CAPTURED RUSSIAN EQUIPMENT

Soviet Naval Stores from Port Said on Show at Portsmouth

One of the most important items among the captured Soviet naval equipment, which is now being examined at Portsmouth, is the combined gunnery and torpedo computer which is to be dismantled by electronics experts. At present the Royal Navy uses two separate instruments for these purposes. Although the torpedo speed counter of the computer is geared up to 60 knots, it is not considered that the Soviet Union yet possesses torpedoes capable of this speed. The display of the stores and replacements has been examined by Intelligence officers from all three Services, and has been visited by representatives of NATO. Once the primary inspection is completed, metallurgists from the Woolwich Ordnance Depot will check the kind of metal used and the methods employed in Soviet arms and electronics factories. According to Commander N. A. Dolton, a dockyard engineer-ordnance officer, the finish of the equipment is not of a very high standard, but the overall efficiency would not be impaired by this. The general workmanship is regarded by naval experts as being good.

Most of the captured equipment has been identified as replacements and spares for a Soviet Skoryi-class destroyer. It is thought that Egypt possesses two or more of these vessels bought from Russia under the arms agreement between the countries. Apart from the stores for these vessels there is also a considerable amount of training equipment, including a two-man training computer and a surface-spotting gunnery trainer used for instruction in observing fire from shell-bursts in the water. Much of the equipment is very similar to that being used to-day by the Royal Navy, but nothing of a startling nature has been found so far among the captured instruments and other stores.



THE MOST IMPORTANT PIECE OF EQUIPMENT: Commander Dolton examines a combined gunnery and torpedo computer which is among the most important of the captured stores. At present the Royal Navy uses two separate instruments for these purposes.

SOVIET TRAINING FOR THE EGYPTIANS: This surface spotting trainer used for gunnery instruction is similar to British equipment of the same type.

A REPLACEMENT FOR THE EGYPTIANS: Included among the captured stores are these breech mechanisms belonging to a Russian 130-mm. naval gun.

FROM BREECH-BLOCKS TO GUN BARRELS: In the foreground is a 130-mm. gun barrel lying on a set of dismounting gear used for changing worn-out barrels. On the left technicians are dismantling a 25-mm. barrel. From inspection it seems that the rate of fire of the 130-mm. guns is not high compared with British guns of the same calibre.

BRUSH FIRE SWEEPS MALIBU

Thousands of Acres are Overrun by Flames in Southern California

By last Sunday the brush fires in Southern California and the Los Angeles area had been raging for five days. The original outbreak occurred in the early hours of Boxing Day in the Santa Monica Mountains and swept down six canyons towards Malibu. There was a fresh outbreak four miles away on the second day, and by last Sunday the fires had covered 43,000 acres, destroyed sixty-seven homes and caused one death. Soon after the original outbreak the fire had spread across a vast area and was reported out of control on all fronts. High winds caused the fire to gain a secure hold on the brush-covered hills, and the flames arched across firebreaks and roads to fresh paths. Soon there were 1,000 men engaged in fighting the fire, and this army of fire-fighters was later increased by about another 500. A state of disaster was declared in the area and the United States Sixth Army offered California the assistance of "all the armed forces in the west." As the fire spread towards the sea people evacuated their homes after fighting the flames with their garden hoses. Flames also threatened the homes of Hollywood actors and actresses. At some points the fire-fighters used tanker aircraft to fight the fire by pumping water and chemicals on the flames. Last week-end President Eisenhower declared the region to be a major disaster area.

THE BRUSH FIRE RAGES IN SOUTHERN CALIFORNIA: Fire-fighting equipment stands by as flames spread towards Nicholson Flat in the upper end of Francos Canyon about eight miles north of Malibu.

THE FIRE SPREADS TOWARDS THE COAST: Flames sweeping through the brush race towards the Pacific Coast highway. The picture was taken from the ocean side of the highway which runs parallel with the coast. Winds helped the fire to spread.

HOMES ARE DESTROYED BY FIRE: Flames burn furiously through a group of three homes in Latigo Canyon as the fierce brush fire which broke out in the Santa Monica Mountains entered its third day.

FIGHTING THE FIRE: Firemen scatter in Corral Canyon, in the Malibu district, as flames leap across the road. The firemen fighting the outbreak were handicapped by the flames which arched across firebreaks and roads and spread across the locality.

A SECOND OUTBREAK: A column of smoke rises from a new fire which broke out four miles south of the original blaze on the second day of the disaster. The second fire destroyed homes in the Las Flores Canyon and then raced towards the sea.

THE ELECTRONICALLY-CONTROLLED "NERVE CENTRE" OF THE METROPOLITAN POLICE FORCE: This general view of the new Information Room at Scotland Yard shows the operators at the electronic apparatus which greatly speeds up the answers to "999" and other emergency calls. The room was due to begin its operations last Thursday.

SPEEDING "999" CALLS

A New Information Room has Started Operating in London's Scotland Yard

To dial 999 in the event of emergency is a piece of information even the most casual visitor using a telephone-box in London can hardly fail to learn. What actually happens is that the call goes straight to the Information Room in Scotland Yard. The Metropolitan Police have for a long time been justifiably proud of the speed and success with which they have dealt with these emergencies. Now there is every reason to suppose that this fine record for efficiency is going to be improved because of the new Information Room at the Yard. Its main time-saving feature is electronic equipment. Electrically-controlled maps and conveyer belts to carry messages received to the officer in charge should mean that the average time taken to pass an emergency call from the instant of receipt to a police car, motor-cycle or launch should be reduced from two minutes to one. The design of the room also cuts out unnecessary walking on the part of the operators. Besides 999 calls, the information staff deals with calls from police stations, fire and ambulance services and messages between county and foreign police forces. Nearly 1,000,000 incoming and outgoing messages were handled in the course of last year.

TIME-SAVING EQUIPMENT: Radio connections are made from this board with any of the 250 police cars, motor-cycles or launches available during peak periods in London.

THE OFFICER IN CHARGE OF THE INFORMATION ROOM: The panels enable him to keep in touch with any point in the room and the map informs him what mobile police resources are at his immediate disposal.

READY FOR ANY EMERGENCY: The telephonists handle emergency messages from police and public in the 736 square miles of the Metropolitan and City Police districts. The electrically-controlled conveyer belt, in centre, carries messages to the officer in charge and the maps show availability of police.

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ON THE WAY HOME FROM EGYPT: British employees of Suez contractors board a train at El Cap, on an early stage of their journey home to Britain after their release by the Egyptians. Watching them are officials and Indian soldiers of the United Nations Emergency Force, who took over this point from British troops. Many of the ex-internees were flown home for Christmas.

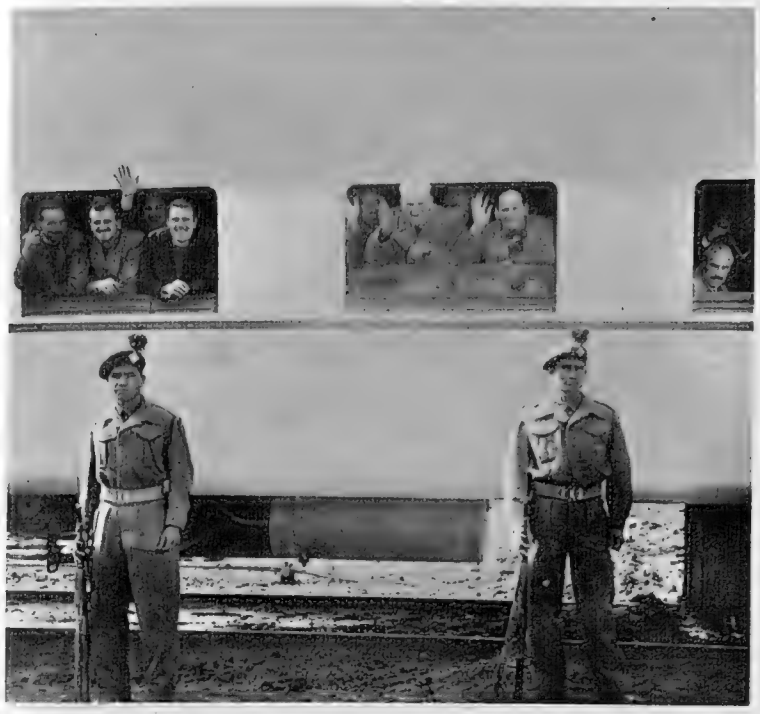
BRITISH TANKS LEAVE PORT SAID: As the day draws to a close, some of the last British units to leave the Canal Zone prepare to board a tank-landing craft at Port Said. The tanks had been covering the embarkation of the last British infantry from an area a few hundred yards square on the waterfront.

RETURN FROM SUEZ

The Last British Troops Embark; General Burns Confers; the Egyptian Army Returns; British Civilians are Released

Forty-seven days after the first Allied troops landed in Egypt, the last units of British infantry and tanks embarked at Port Said from the last patch of Egyptian territory they held. They withdrew to their ships in an orderly, unhurried fashion through a screen of United Nations Emergency Force sentries. Neither General Burns' men nor the British covering party were needed, for the harbour area was quiet. United Nations troops and Egyptian police were left in possession, the work of keeping the peace now in their hands. The last French troops and tanks had left Port Fuad earlier in the day. The Allied forces sailed without Second-Lieutenant Moorhouse, who was at first thought safe, but who had not been returned to the British authorities. Unconfirmed reports later said that the young officer had been murdered by his Egyptian captors. In the Arab town nearby, things were less peaceful. The rattle of small-arms fire was continuous, and the tracks of tracer-bullets from machine-guns criss-crossed the evening sky. The Egyptians were celebrating their "victory" with abandon, but the shots were not directed at the British forces. They were, rather, a *feu de joie* to mark the departure of the Allies and the arrival of a token force of Egyptian infantry and tanks in the town. British and French flags produced for the occasion went up in smoke, to cries of "Long Live Nasser!" and "Down with Eden and Mollet!" Egyptian flags and big portraits of Nasser were carried in procession through the streets. Later a mob blew up and smashed to pieces the statue of Ferdinand de Lesseps which dominated the entrance to the Suez Canal at Port Said. Pictures of this act of vandalism appear on page 28.

THE EGYPTIANS RE-ENTER: infantry march through rearguard of Allied



A FAREWELL TO NASSER: Some of the many hundreds of released British civilians wave happily from their train at El Cap as they begin their long journey home. Two Indian soldiers guard the train against interference.

On left—
THE COMMANDERS MEET: General Burns (left), the Commander of the United Nations Emergency Force, and General Moshe Dayan, the Israeli Chief of Staff, leave a conference held at Lydda Airport, near Tel-Aviv, on the withdrawal of Israeli forces from Egypt.

Below—
GENERAL BURNS TALKS TO THE PRESS: The U.N.E.F. Commander addresses journalists in the Canal Zone. Arrangements were made for a pool of journalists and photographers of various nationalities to enter Port Said. Previously, Egyptian newspapermen had been excluded from the Port Said area by the Allied military authorities.

COVERING THE EMBARKATION: British troops armed with a machine-gun watch the surrounding streets from the stern of a docked ship in case Egyptians try to interfere with the final withdrawals. In the event, the only gunfire to be heard came from a wild Egyptian *feu de joie*.

PORT SAID: A welcoming crowd swarms over a tank as units of Nasser's army enter Port Said on the heels of the departing British and French. *On right*—A column of Egyptian the crowded streets. These forces were part of a token detachment of Egyptian units which moved into Port Said as the last ships sailed from the harbour with the troops and armour. Demonstrating crowds assembled in the streets, burning British and French flags and shouting "Long live Nasser!" and "Down with Eden and Mollet!"

A SACRIFICE TO NASSER

Egyptian Demonstrators Blow up the Statue of Ferdinand de Lesseps in Port Said

EGYPTIANS PREPARE TO DESTROY A PORT SAID LANDMARK: The statue of Ferdinand de Lesseps, architect of the Suez Canal, undergoes a preliminary assault before being blown up. A demonstrator on a ladder sets fire to a French flag which had been attached to the outstretched hand before the Allied withdrawal.

Egyptians in Port Said, celebrating their "victory" after the withdrawal of British and French troops, have demolished the statue of Ferdinand de Lesseps, a famous landmark familiar to all who have passed through the Suez Canal. On Christmas Eve, the statue was blown from its pedestal before a cheering crowd. On the previous day demonstrators used a ladder to mount the tall pedestal, from where they managed to burn a French flag attached to the figure's hand with a torch on a long pole. A British flag was also torn from the statue. Three charges of dynamite and four hours of preparation were needed to topple the statue into a barge moored in the harbour alongside. Egyptians danced on the broken and prostrate figure, and damaged the carved wreath and inscription on the pedestal.

FIRST ATTEMPTS TO BRING DOWN THE STATUE: The figure of de Lesseps is completely hidden in the smoke from a dynamite explosion. Three charges were needed to topple the statue from its pedestal. This act of vandalism was presumably directed against de Lesseps as a Frenchman. A memorial of the First World War to Commonwealth troops was also destroyed.

On left—
THIRD TIME LUCKY: Another explosion finally dislodges the statue, which falls headfirst from its base into the harbour beneath. The Egyptians then attacked the pedestal, where the inscription and carved wreath were damaged with axes and crowbars.

CELEBRATING THEIR "VICTORY": A crowd of exultant Egyptian demonstrators tramples on the fallen statue as it lies broken in a barge in the harbour. This act completed the destruction of a landmark which has dominated the northern entrance of the Suez Canal since it was unveiled in 1899. The downfall of de Lesseps was paralleled by some similar manifestations of nationalism in the Sudan, where statues of Lord Kitchener and General Gordon in Khartoum have been removed.

A LITTLE AIRCRAFT WITH A POWERFUL PUNCH : America's latest long-range bomber, the Convair B-58 Hustler, is seen making a rapid ascent near Fort Worth, Texas. For its function the Hustler is a small aircraft; its wing-span is 55 ft. and it has a length of 95 ft. The prototype, completed in September 1956, is powered by four General Electric J-79 turbo-jets in underwing "pods." Its weapons are said to include air-to-ground nuclear weapons, both guided and unguided, reconnaissance equipment, and electronic gear for engaging hostile guided missiles. This new supersonic delta-wing bomber which is already in limited production is manned by a crew of three.

POWERFUL NEW WEAPONS

A Supersonic Bomber and a Guided Missile Under Test for the United States Air Force

On left—

A GUIDED MISSILE TEST-BED : This "aerial ant-eater" is a modified B-57 bomber with a 17-ft.-long Boeing Bomarc guided missile attached to its nose. The aircraft was photographed at the Temco Aircraft Corporation's airfield at Dallas, Texas, where the modifications were carried out. Separate electrical and hydraulic systems were added to the plane for the missile guidance system, and ammonia and nitrogen tanks built in for cooling and pressurising the nose missile. Successful firings of independent Bomarc test missiles, including missions against drone aircraft, have been accomplished at the U.S.A.F. Missile Test Centre in Florida. It may be that Boeings intend to use the B-57/Bomarc composite for developing bigger and better guided weapons. The B-57 test-bed aircraft is a variant of a familiar shape—that of the English Electric Canberra. For some years the Glenn L. Martin Company has been producing Canberras under licence and many versions are in U.S.A.F. service. A considerable amount of redesigning was initially undertaken by the Martin Company to convert the Canberra for its U.S.A.F. missions as well as to adapt it to American production methods. A Martin-developed feature which can be seen in the picture is the bomb-bay door which rotates through 180 deg., thus leaving no excrescences to reduce speed on the bombing run.

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

Folk Dance Festival.—The English Folk Dance and Song Society is holding its annual festival at the Royal Albert Hall on January 11 and 12: an event that, apart from the war, has been taking place regularly for some thirty years. There is always great interest in the foreign contributions, represented this year by dancers from Macedonia and ceremonial flag-wavers from Belgium. But the main performances remain as always the massed dancing given by members of the Society from all over the country, special displays of English Morris and sword dances and American square dancing, and solos—including this year a clog-dance by Jackie Toaduff, a miner from Durham.

The activities of the Society, and the large literature that now exists, musical and otherwise, relating to folk songs and dances, are evidence of the vitality of this form of traditional culture. But it is interesting to recall how nearly it was lost, and that the saving of it was in the main due to one man, Cecil Sharp. By the end of the last century many rural customs and arts were dying out, due principally to mechanisation of husbandry and the depression of rural crafts.

Sharp, a professional musician and teacher, happened to be spending Christmas in the year 1899 at Headington, near Oxford. During his stay there, he witnessed a performance by the local team of Morris dancers. The concertina player was William Kimber, then a young man of twenty-seven, who is still alive and hopes to be at the Albert Hall in January. Indeed, Kimber is universally regarded as the father of the folk dance revival in England, for it was this chance meeting that set the match to Sharp's enthusiasm and devotion to folk music during the next twenty-five years. Incidentally, the Headington Quarry traditional team still flourishes under Kimber's guidance, and he is their musician as well as being the teacher and musician of the team of boys at Headington School.

Cecil Sharp.—Until the outbreak of the war in 1914, Sharp travelled all over the country, collecting dances and tunes, teaching and lecturing, and demonstrating with a team of men and women whom he had trained. Not all the original material was easy to come by. Many of the old people were unwilling to sing, or had forgotten the tunes. Sometimes a single survivor was persuaded to reconstruct the pattern of a dance given by a group.

Nevertheless, by 1914 the English Folk Dance Society had been formed, holiday courses were arranged at Stratford-on-Avon, and a considerable repertory of songs and dances put together. Public interest had been firmly aroused, especially in schools, and the essential pioneering was over. However, between 1914 and 1918 Sharp paid two visits to the United States, where, with the help of Miss Maud Karpeles, he discovered the whole untapped field of English folk tradition in the Southern Appalachian Mountains. Together they acquired a great quantity of fascinating new material, and incidentally, did much to open the eyes of the Americans to their own heritage of folk tradition, which they had brought with them from England in the seventeenth and eighteenth centuries, when a very large proportion of immigrants were of English blood.

After Sharp's death in 1924, the English Folk Dance Society continued under Douglas Kennedy, the present Director, and was amalgamated with the Folk Song Society in 1932. A fine building was erected in Regent's Park in 1930 as a memorial to Sharp, and is the headquarters of the Society.

Milton Abbey.—Dorset is still, thank God, a really rural county. Many of the large estates which gave so much grace and grandeur to old England have survived the silent revolution, not under private lonely ownership, but as strong, young institutions bursting with vitality. Among these are the great mansions which have been turned into public schools. Bryanston, Canford, Crichel and Clayesmore are all examples of educational institutions which have grown out of great Dorset homes, and within the last two years another beautiful and historic house has been converted to a similar purpose.

Milton Abbey, built by Lord Dorchester in the 1780's, and later the home of the Danish banking family of Hambro, opened as a public school in 1954. To-day, with 100 boys, it is half-way to its planned complement and expanding rapidly. It is, however, a school with a difference. Financed by industrial interests, it aims to include a percentage of boys selected and subsidised by large industrial firms. In return, it plans to turn out boys trained for leadership in the industrial society of to-day rather than the proconsular society of yesterday.

The school's headmaster, Commander Hugh Hodgkinson, claims that if Britain is to survive the coming years a new type of leadership is required—one unbuttressed by wide gulfs of rank and social superiority, but based on a broad sympathy for humanity and a dynamic enthusiasm. This is really a renewal of Arnold's ideals in contemporary terms, rather than any radically new type of education. Indeed, Milton Abbey adheres to the fundamentals of the public school system. Much stress is laid on the formation of character, aided by a curriculum in which emphasis is placed upon scientific and economic subjects, and manual skill. The normal range of subjects is also studied.

MILTON ABBEY FROM THE EAST: This famous Dorset house, now a public school, was originally a monastic foundation dating from the tenth century. Most of the surviving buildings are medieval or of eighteenth-century origin. The abbey church (left) was rebuilt in 1309, and has been restored twice since, in 1787, and in 1865 by Sir Gilbert Scott. It is used occasionally by the local parishioners. The mansion was built by the Earl of Dorchester late in the eighteenth century.

The Abbey Buildings.—I have visited many schools in my life, but have rarely seen a more magnificent setting, not excepting my own *alma mater*, Winchester. Deep-wooded chalk valleys sweep away from the mansion and the tall abbey church; and high on the hillside to the east, up 200 grass steps, stands the ancient chapel of St. Catherine—founded it is said by King Athelstan in A.D. 933, in thanks for a great victory over the Danes.

The first Abbey was built about thirty years later and a monastic settlement flourished on the spot for nearly 600 years. In 1309 a disastrous fire destroyed most of the Abbey, but rebuilding on a far greater scale began immediately and continued until the Dissolution in 1539, including a superb Abbot's Hall completed in 1490.

When the monks dispersed, the buildings fortunately escaped the fate of other similar foundations. The property passed intact to John Tregonwell, one of the King's officers, who preserved the abbey church for parish use, and kept all else for himself. Two hundred years later, the reigning owner, Joseph Damer (created Earl of Dorchester in 1792), carried out the great design which gave us the Abbey as it is to-day. Employing Sir William Chambers as his architect he tore down all the monastic buildings except the Abbot's Hall, round which he built a vast mansion, Gothic outside to match the abbey church, and superbly Georgian inside. Not content with this, his arrogant Lordship decided that the ancient village of Milton Abbas interfered with his plans for park and pleasaunce, and so he had it demolished and rebuilt on model lines a mile further away. It is a fine example of Georgian planning on a new site, and consists of two rows of thatched cottages built in pairs, each pair separated from its neighbour by a chestnut tree standing on a plot of ground. The village church stands in the middle of one row, and facing it in the centre of the other row are the almshouses. The inn stands at one end of the village. The Earl took similar action against the ancient grammar school, for the boys made consistent inroads upon his cucumber plantations. By Act of Parliament he had it removed to Blandford, where it continued to flourish until some twenty years ago.

Heapham Mill.—I have received a most interesting account of this famous Lincolnshire windmill, one of five still working in the county until it was seriously damaged by lightning last July. Mr. G. E. Hewitt, the present owner, writes:

"My grandfather, William Hewitt, had the mill built in 1876 by Peter Johnson, a local craftsman. The Old Post Mill had been blown over the previous March. This was such a calamity to the district that local farmers offered to cart material for a new mill. The contract for building the tower of bricks, four storeys high (45 ft.), was less than £100 (labour £40). Not many years afterwards most of the flour for bread was being milled in the new steam-roller mills from imported wheat. But flour for farmers from their own wheat was made as late as 1915, as well as meal for animal food.

"The business continued on these lines (horse and cart) until 1930, when I bought a lorry, and with the expansion of pigs and poultry in the district I succeeded in building up a business using five 8-ton lorries: buying and selling corn, feedingstuffs, fertilisers, etc., as well as providing facilities over a wide area for grinding and grain drying. The windmill was in good repair until July 17 last, when a few minutes after 5 p.m. (when the workmen had fortunately left) a sudden storm with lightning shattered all four sails: the main shaft was also broken."

Mr. Hewitt adds that it would not be economic to rebuild the mill, and that the grinding previously done by windpower is now carried out by electricity. None the less I hope he will reconsider his decision. Heapham Mill has been in the Hewitt family for three generations, and had it not been for the accident would have passed to Mr. Hewitt's son Frank, who helps his father in the provender business, as well as in farming and bee-keeping. Mr. Hewitt can remember ten mills at work at one time in the neighbourhood, all visible from Heapham. Now only four remain in the whole county—Sibsey, Burgh-le-Marsh, Waltham, and Stallingborough.

PEOPLE IN THE NEWS

Pictures from Holland, France, Britain, America and Italy

On left—

QUEEN JULIANA HONOURS THE HUNGARIAN FREEDOM FIGHTERS: The Queen of the Netherlands is accompanied by General Koot (on her left), who played a prominent part in the Dutch wartime underground movement, and (to her right) Prince Bernhard, Princess Beatrix, and Princess Wilhelmina, the former Queen. The Royal party was attending the placing of a flag of the Hungarian Resistance Movement on the Dutch National Monument in Dam Square, Amsterdam. The flag had been presented to the Queen by Hungarians in the reception centre for refugees in Utrecht. Later, it was taken to hang permanently in the Royal Palace. In her Christmas broadcast Queen Juliana spoke first of the Hungarian struggle for liberty. Then, turning to other matters, she referred to people "who attack a person by devious means and with untrue statements, attempting in vain to destroy a deeply-rooted unity between a man and a woman." She added that she herself had experienced this. "What possesses such people?" she asked.

On right—

William Sholto Douglas, now Marshal of the Royal Air Force Lord Douglas of Kirtleside and chairman of British European Airways, began flying during the First World War with the Royal Flying Corps. In the Second World War, Air Marshal Douglas was successively A.O.C.-in-C. of Fighter Command, Middle East Command and Coastal Command. In 1946 he became C.-in-C. of the British Zone in Germany. Two years later he received a peerage and in 1949 was appointed to his present post with B.E.A.

THE SIXTY-THIRD BIRTHDAY OF B.E.A.'S CHAIRMAN: This picture of Lord Douglas of Kirtleside was taken for his sixty-third birthday last month.

A GREAT ARTIST EXPLAINS HIS PAINTINGS: Pablo Picasso (in the centre) gives explanations to a journalist (on the right) of some of his paintings in his latest exhibition, which was opened last month at a gallery in Nice, in the South of France. Also in the picture are, from the left, Maurice Thorez (sitting), the Secretary-General of the Communist Party of France, and the distinguished authors Jean Cocteau and Louis Aragon. Picasso, who has long supported the Communist Party, celebrated his seventy-fifth birthday last May.

A TEST "ASCENT" OF THIRTY-SEVEN MILES: Major Arnold I. Beck, of the U.S.A.F., sits in a steel pressure chamber for simulating flight at the Wright Development Centre in Dayton, Ohio. By means of the new type of pressure suit which he is wearing, he reached an "altitude" of 198,770 ft., well over thirty-seven miles. The suit protected him from the effects of virtual vacuum in the chamber. It operates by exerting pressure when inflated on the pilot's body. As Major Beck "ascended," the suit was inflated to greater pressures.

AN AMERICAN AMBASSADOR'S FAREWELL: Mrs. Clare Boothe Luce addresses the Italian Centre for Reconciliation in Rome. It was her last major speech in Italy as the Ambassador of the United States. She resigned owing to ill health from the post which she had held since 1953 and returned to America last week.

THE FRENCH FLEET IN TOULON

Warships Return from Operations in the Canal Area

Following the ending of hostilities in the Canal Zone the French Mediterranean Fleet which took part with British warships in the blockade of the area, has returned to its home port of Toulon. Among the warships were the 35,000-ton battleship *Jean Bart*, flying the flag of Vice-Admiral Barjot, the deputy Allied Commander, and the 7,600-ton "Gloire" class cruiser *Georges Leygues*. Both of these vessels had been claimed as sunk and totally destroyed by the propaganda services of the Egyptian Government. A newsreel was actually shown in Cairo which was claimed to portray the "last moments" of the *Jean Bart*. On the return of the fleet to its home port a group of some fifty journalists and photographers were received on board the *Jean Bart* by Vice-Admiral Barjot. A complete and unrestricted tour of the warship failed to reveal the slightest trace of any damage. The *Jean Bart* was in the process of being built at St. Nazaire in June 1940 when the German invasion threatened her capture. She succeeded in escaping in an incomplete state, and without trials, to Casablanca, where she remained throughout the rest of the war. Building was resumed at Brest in 1945.

THE FRENCH NAVAL BASE OF TOULON: Warships line the quays of the base after the return of the French Mediterranean Fleet from its operations in the Canal area. In the upper left background can be seen the battleship *Jean Bart* and the cruiser *Georges Leygues*. In foreground is the aircraft-carrier *Béarn*, now used as a depot ship, with the *Gustave Zédé*, a submarine depot ship moored behind. On the left (centre) is the "Surcouf" class destroyer *Kersaint*.

On left—
THE "JEAN BART" AND THE "GEORGES LEYGUES" IN PORT: The 35,000-ton battleship *Jean Bart* lies moored in the harbour. Third from right is the *Georges Leygues*. Both vessels were claimed as sunk by the Egyptians. *On right*—Vice-Admiral Barjot, on board the *Jean Bart*.

THE "RESURRECTED" WARSHIPS: On the right is the *Jean Bart* and, third from left, the *Georges Leygues*. In the background is the Toulon waterfront with the maritime Alps towering behind. One of the first actions of the French naval authorities on the return of the Mediterranean Fleet was to allow representatives of the world Press, including journalists from Arab countries, to inspect the vessels. A thorough inspection of the fleet failed to reveal the slightest trace of damage.

BRITAIN BUILDS THE SHIPS: Looking across the river from the south bank to the Clydebank shipyard of John Brown and Co. Ltd., and showing work in progress on a number of ships. On the right is the 32,000-ton tanker *British Soldier*, which was built for the then British Tanker Company (now the BP Tanker Company). The tanker was launched in 1954. No other shipbuilding industry in the world is able to build such a wide variety of ships as those which leave British yards.

BRITAIN'S INDUSTRIAL ACHIEVEMENTS

The Country's Capacity to Produce is Greater than Ever

By JACK HARTSHORN

THE stroke by which Mr. Macmillan, early in December, virtually doubled the gold and dollar reserves of the sterling area in a week was, in a far better sense than the words are ordinarily used, a confidence trick. The gold that he drew from the International Monetary Fund and the dollar securities held by the Treasury which he pledged against a loan from the American Export-Import Bank were not new funds conjured out of the air. Both their existence and their approximate magnitude were known to the international financiers whose speculation against sterling had so sharply reduced Britain's reserves during the preceding months.

All Mr. Macmillan did was to bring forward this massive second line of reserves into full view and to declare that they would be used to the limit to support the value of the pound. His purpose was to restore what is so vital to sterling as the world's greatest trading currency—international confidence.

No such dramatic deployment can readily be made before the world of what might reasonably be called Britain's third line of reserves—its industrial resources. Yet these are ultimately the most important, and should equally be a source of international confidence.

Wide as the network of Britain's commercial influence spreads across the world, it is founded basically upon industrial strength, upon Britain's capacity to produce. No other major economy is more dependent upon manufacturing, or equipped to produce a wider array of industrial wares. Some 200 years after it led the world into the first industrial revolution, Britain is still perhaps the most industrialised power. Though the fact is none too well appreciated by the sterling speculators, this third line of reserves in British industry is to-day technically better than it has ever been.

Dr. Charles Hill's new responsibility for informing the world about Britain was mainly conceived, no doubt, to achieve a better understanding abroad of our political intentions. But it is equally important, in early 1957, to promote a better understanding of our economic capacities. These are not unlimited; both internal policies and then external shortages can prevent us from exercising them to the full, as a year of disinflation and months of oil shortage have demonstrated.

It would hardly be fair to call British industrialists complacent about their industries since the war. The very salutary mood of self-criticism that has pervaded management here has led, over recent years, to a certain amount of "selling Britain short" internationally. But in reinforcing Britain's reputation, politically and economically, it is to be hoped that the Government will put a positive emphasis on this final reservoir of economic strength.

It has been easy, abroad, to underestimate the strength of British industry during the last few years. Observers from across the Channel have seen, once again, a rise in output accelerate into a runaway boom, with the resultant inflation soon requiring Government action to put the brake on with credit restraint, the removal of tax incentives, and checks to the consumer.

The soaring output curve of 1953-55 levelled into the plateau of 1956—a more real plateau than has been managed in prices—and the current oil shortage threatens to postpone a revival in the growth of production even longer. Yet one element, not wholly appreciated abroad, distinguished the boom of 1953-55 from the two others that have followed an apparently similar pattern since the war. That element was the massive increase in the resources that British industry began to plough back into its own re-equipment.

So far as industrial re-equipment has been concerned the economy did not level off in late 1955. The investment boom is still on. In 1954, manufacturing industry in Britain invested 6 per cent. more than in 1953; in

(*Continued on following pages*)

THE STANLOW CHEMICAL PLANT OF THE SHELL COMPANY: Situated on the south bank of the Manchester Ship Canal, at Ellesmere Port, Cheshire, the refinery, which manufactures chemicals from petroleum, is one of the most complete in Europe. It has an overall intake capacity of some 5,000,000 tons of crude oil per year. In this picture, which shows part of the plant, are, from the left, the Distillation Unit, Special Products plant and the Ethane Ethylene Gas Fractionation system.

TAKORADI HARBOUR, THE ONLY DEEP-WATER PORT ON THE GOLD COAST : This aerial view shows the extensions which, made during 1949-53, trebled the harbour's cargo capacity. The improvements included the extension of the deep-water quay by 1,400 ft. to accommodate three extra liners; the construction of 4,000 ft. of quay walls in the timber depot, and the reclaiming of 49 acres for a marshalling-yard. The work, costing £5,000,000, was carried out by Taylor Woodrow (West Africa) Ltd. for the Gold Coast Railways and Harbours Administration. Rendel Palmer and Tritton were the consulting engineers.

DIESEL ELECTRIC LOCOMOTIVES IN PRODUCTION : A corner of the Large Locomotive Erection Shop of Brush Traction Ltd. at Loughborough, Leicestershire, during the construction of twenty-five 1,000-h.p. locomotives for the Ceylon Government Railways. The electrical equipment for the locomotives was supplied by Brush Electrical Engineering Co. Ltd.; the diesel engines by Mirrlees, Bickerton and Day, of Stockport, and the mechanical parts by W. G. Bagnall Ltd., of Stafford.

A LANDING AID : The localiser aerial is part of the Pye Instrument Landing System which enables a pilot to bring his machine entirely by instruments in to the runway from a distance of 30 miles.

BRITAIN'S INDUSTRIAL ACHIEVEMENTS

(*Continued from previous page*)

1955, 27 per cent. more than in 1954; and last year, in spite of the stagnation of production as a whole, 21 per cent. more than in 1955. This year many parts of industry expect to do even more. British industry is now, allowing for the increases in prices, investing close on three times as much in new productive capacity each year as it did before the war.

In the two great earlier post-war upsurges of industrial output in Britain, each checked by an attempt at disinflation, the resources that the country has been able to put aside from a rising standard of personal consumption and welfare have gone first into housing and then into defence. However, since 1953 a heartening amount of the extra resources have gone into making Britain's industry stronger.

Our factories are now equipped with the fruits of that extra effort and the country's capacity to produce is stronger than ever. In the factories, *The Economist* estimated recently, there lies the power to produce an extra thousand million pounds' worth of goods a year.

Economic strength can be measured in figures; technical prowess needs reciting in words and pictures. No publicity man can ever have been handed so conveniently timed a brief as Dr. Hill was, a week or so before the Central Electricity Authority coldly and unemotionally announced that it had awarded contracts to British engineering groups for the first two nuclear power stations ever built to produce commercial electricity. In British industrial history—and the world's—1956 has been the year of Calder Hall.

Nobody would grudge the major triumph of practical nuclear electricity in Britain, ahead of the world, to the physicists and engineers of the Atomic Energy Authority. Further, it was British industry, entering this new technology much later in any full degree of partnership, that fulfilled their exciting new demands. In the engineering of the nuclear reactors, these demands were often for degrees of accuracy in machining, and of quality in materials, for which very few companies, except specialists in, say, aero-engines, had ever been asked.

Moreover, given unlimited money but an extremely limited timetable, the scientists' demands often entailed much greater performance and more critical control of plant than other forms of technology had ever done. These demands were met successfully by the contractors who worked for A.E.A. on Calder Hall.

The groups of electrical engineers, boiler-makers and civil engineers that followed these contractors were given a far more formidable responsibility: to gather and train themselves teams who could design and construct nuclear power stations, with the technical information they required from Harwell and the chance to learn from Calder Hall. But the onus of improving on that first design was left firmly upon themselves. The inventiveness and the success of these groups has varied, but the general reaction of A.E.A.'s scientists has been surprise that they should have done so well, so quickly.

Britain's lead in atomic power seems likely to be consolidated by the designs the scientists have produced and by experience at Calder Hall. Marked reductions in the cost of nuclear electricity from this type of natural uranium-powered stations, which foreign critics have nicknamed "Model T reactors," now look probable. The difficulties of the more complex stations on which America, for example, has been concentrating, to-day look worse rather than easier. No other industry is as immersed in scientific research as nuclear power, where the industry is only just emerging from the laboratory.

BRISTOL BRITANNIAS IN PRODUCTION : A general view of the Britannia Assembly Hall at Bristol, showing Britannias in an advanced stage of final assembly. One of the latest orders for the aircraft was made a few weeks ago when the Northeast Airlines (of the United States) ordered five Britannias valued at over £6,000,000.

MANUFACTURING RADAR INSTRUMENTS : The coil-winding shop of Decca Radar Ltd. is seen in the foreground ; in the rear are small unit assembly shops. The latest advance by Decca is described as the greatest addition to navigational safety since the original discovery of radar.

VISCOUNT SERIES 800 FOR B.E.A. : They are in full production in the new erecting shops of Vickers-Armstrongs at Weybridge. The two shops are each 1,200 ft. long and have a total floor area of 300,000 square feet.

The next most " science-based " industry, aircraft, constitutes another of Britain's strengths. In aero-engines Britain is the acknowledged leader of the world. One British company, Rolls-Royce, was able to announce at the end of last year that it has 2,000 gas turbines on order, which it believes to amount to more than half the engines currently on order throughout the free world.

In all countries, the leading edge of aircraft development is a military responsibility, from which a good deal of technical progress flows steadily back towards the civil aviation. During the last war, aircraft engine development advanced in Germany and in Britain far more than in the United States. Since the war, although a large number of German technicians have gone across the Atlantic, the British have been steadily ahead.

In airframe manufacture, America is a much more effective rival. To the vast resources spent upon the development of manned and unmanned military aircraft, it is able to add the world's largest market for civil aircraft as an incentive for the manufacturer. The latest and perhaps final breed of piston-engined American aircraft are unquestionably the world's best big airliners. Yet Britain was the first to get a turbojet aircraft into service, the Comet. Britain also remains almost unchallenged in the propeller turbine field, with the 356 Viscounts that have now been sold, plus the Britannia, for which orders are now mounting rapidly.

The duel is yet to come between the American jet transports and the later versions of the Comet and the proposed Vickers Vanguard. On post-war performance, the British airframe manufacturers have little to fear. Moreover, Rolls-Royce might add that whichever jet transports capture the field of the major routes, it is likely that a sizeable proportion of them will be using British turbines.

In the electronic field, again, Britain gained certain leads during wartime research which it has been able to hold in technical development since. The commercial development of radar and navigational aids for aircraft and for shipping is perhaps the most outstanding. The latest advance, made by Decca, is a system of presentation which shows the absolute speed and direction of the object tracked by radar instead of movement relative to the moving observer, as radar screens do to-day. This has been described as the greatest addition to navigational safety since the original discovery of radar.

The instrument industry, too, received a fillip from the demands put upon it during the war. In the post-war years it has expanded considerably with the establishment of a major oil refining industry, the development of chemicals, and the inception of atomic energy, all demanding that kind of automation which goes with the remote control of continuous processes. This is one of the several industries to which American companies have notably contributed a good deal of capital and knowhow, and several of the leading producers in Britain have been established by their parent companies since the war. These American industrialists, whatever the " bankers of Zurich " may feel, have demonstrated their confidence in British industry.

As in America, the most rapid technical strides forward in recent years have been made in these " science-based " industries, and particularly in those required directly or indirectly for defence. This has been inevitable. Even to-day, roughly 60 per cent. of the resources devoted to research and development in British industry are in the military orbit.

It is only in the process industries—chemicals, oil refining and petroleum chemicals, and the synthetic fibre materials and textile fibres based upon these, that purely civil research has been of any comparable order. But these science-based industries have not merely progressed in technical terms. In recent years they have been

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AN ENGINEER'S SHOP CONSTRUCTED OF ASBESTOS-CLAD PRE-STRESSED CONCRETE: 360 ft. long by 150 ft. wide, it was constructed by Dowsett Engineering Construction for Brooke Marine at Lowestoft, Suffolk. The production of the pre-stressed concrete was by Dow-Mac Products Ltd., of Tallington, Lincolnshire, and the units were conveyed to the site at Lowestoft by rail and road.

AUSTIN A 50's ON THE ASSEMBLY LINE: At Longbridge, Birmingham, the Austin car assembly building houses four parallel assembly tracks, each approximately 1,000 ft. long. Major components such as power units and bodies are fed to the building through an underground supply tunnel.

A PART OF THE VAST WILTON WORKS OF I.C.I. LTD.: Situated between Middlesbrough and the north Yorkshire coast, the factory's output during 1956 of polythene, an important plastic material, was in the region of 50,000 tons. This was nearly five times the output of the factory for 1953. Among the other chemical and plastic products which come from this £60,000,000 development are titanium and new synthetic fibres.

CHEMICAL PRODUCTS FROM A FACTORY IN NORTH WALES: Steam rises from the Ruabon factory of Monsanto Chemicals Ltd., which manufactures more than 200 chemical products.

BRITAIN'S INDUSTRIAL ACHIEVEMENTS

(*Concluded from previous page*)

advancing, and their output has been growing much more rapidly than that of other industries, so that their relative importance has grown.

The growth of industrial output in Britain since the war has not been a simple and general expansion. It has been a shift of employment into manufacturing, and, within manufacturing, into metals and engineering, chemicals, and those scientific industries where the most rapid progress is possible.

The science-based industries, fortunately for this country, are thus in the lead. The strength of traditional technology is mounting too. Steel output is now approaching double what it was at the end of the war, and within the industry the only element of controversy is whether this rate of expansion (since the war much faster than the American) is fast enough. The works at Margam, Trostre and Velindre, built since the war by the Steel Company of Wales, form the largest integrated steelworks in Europe, and plans for a fourth integrated strip mill are soon likely to be announced. The builders of heavy plant and equipment are busier than ever before. For some this has meant rebuilding and rationalising works which had sunk into idleness in the '30's. This painful process has now put them in better shape than ever before.

Among these one might instance that ever controversial industry, shipbuilding. No British industry has been the subject of more anxious attention in the last thirty years, with doleful voices prophesying its decline; and even in the post-war years its competitive position has fluctuated, with the revival of shipbuilding in Germany and Japan. Yet no other shipbuilding industry in the world is able to build a wider variety of ships; no other industry in Britain, even now, can steadily boast as large a share of the world's output of their own products; and none has as long an order book.

The industry needs certainly to develop its capacity in various directions—for example, to build the supertankers that the world now needs to insure against blackmail at Suez—but its readiness to evolve to meet market demand should not be underestimated. And technical development continues in what the outsider would think the most traditional of industries: for example, the first transatlantic telephone cable, which came into operation only last year, was designed. manufactured and laid by a British company.

Overseas spectators, as has been said, have been generally quicker to see in post-war Britain the social and economic difficulties which have attended this growth of industrial capacity—rising wages and prices, redistribution of income and the Welfare State. On occasion, we have perhaps been too prone to emphasise these difficulties. Yet the economic expansion of which they have been the incidentals is itself the central fact of post-war Britain and the core of that expansion has been the beginnings of a very rapid technological evolution in British industry. Those forces of expansion have not been weakened by the period of restraint from which Britain may begin to emerge this year. Indeed, this breathing space has been continuing the shift of emphasis towards the sectors of industry most able to stand up for the country in international competition. That competition is increasing. But so is Britain's industrial strength

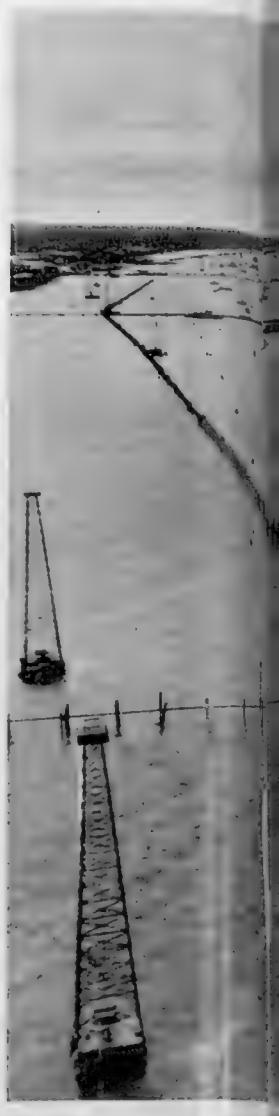
ASSEMBLING DIRECT ENTRY ACCOUNTING MACHINES: A part of an assembly line at the Camperdown factory of the National Cash Register Co. at Kingsway West, Dundee, which was opened in 1947. The factory, which is one of three, covers an area of 150,000 sq. ft.; the total area is over 400,000 sq. ft. The Direct Entry Accounting Machine is now installed in many branches of industry and commerce.

THE ROLLS-ROYCE CONWAY JET ENGINE ON THE TEST-BED: At the near end is the air intake with the inductor fan inside it. The Conway is the only high-powered turbo-jet in the world to incorporate the by-pass principle. This gives it greater propulsive efficiency than other jets and also reduces noise from the engine.

BRITAIN'S BY-PASS TURBO-JET

A Unique Engine is Tested at the Rolls-Royce Works

The Conway is a unique British achievement and an improvement on all other jet engines. It works on the by-pass principle, which means that some of the air taken in through the inductor fan is by-passed in ducts round the engine and adds to the thrust of the jet. This system leads to economy in fuel consumption, a vitally important consideration in jet-engine design. Another great advantage is the reduction of engine noise by means of a new form of jet nozzle. The Conway's qualities make it particularly suitable for long-range civil aircraft and it has been ordered for Boeing 707 airliners of B.O.A.C., Trans-Canada Airlines, DC-8s and by Germany's Lufthansa and Air India. It is also being fitted experimentally to one of the R.A.F. " V " bombers.



THE ONLY OIL PIPELINE NOW OPERATING TO THE MEDITERRANEAN: A pipe is brought up from the sea-bed to the deck of the Italian tanker *Esso Venezia*, in the port of Sidon, in the Lebanon. This pipe is part of the Mediterranean terminal of the line which runs from the oilfields around Abqaiq and Dhahran on the Persian Gulf, in Saudi Arabia. *On right*—Beyond the oil installations on the shore at Sidon tankers lie out on the sea. The line of the Trans-Arabian Pipeline Co., known for short as Tapline, runs across the northern desert of Saudi Arabia. The oil is produced by the Arabian-American Oil Company, a United States undertaking, and last November some 9,500,000 barrels were pumped through it. Tapline is the only Middle Eastern pipeline which was continuing to function at the beginning of this year. During the Suez Canal crisis, the line from Kirkuk, in Iraq, to Tripoli, in Lebanon, and Banias, in Syria, was seriously damaged by sabotage and it is expected it will be some months before it is repaired. Therefore the importance of the terminal of Tapline has been greatly increased. It was working at full capacity long before the Suez crisis.

PIPELINE AND TANKER

Maintaining European Oil Supplies

OIL FOR EUROPE: *Left*—The thick pipes run over the shore at Sidon carrying oil from Saudi Arabia. *Right*—Arab sailors from tugs sit on a jetty in the port of Sidon. Among their duties is that of maintaining the terminal of the pipeline so that oil can be loaded into tankers. Tapline is some 1,000 miles in length. It runs through four States—Saudi Arabia, Jordan, Syria and Lebanon. There are currently a number of proposals, especially in Israel, for new Middle Eastern pipelines to the Mediterranean.

LAKE MARACAIBO, VENEZUELA: More than 3,000 oil derricks cover the eastern shore of this South American lake near Lagunillas. A new 22-mile-long channel, nicknamed "Little Suez," has been dredged through the sand-bars at the mouth of the lake to allow the access of tankers to the underwater wells.

MORE OIL FOR EUROPE: Some members of the crew of one of the tankers at Lake Maracaibo, Venezuela, hoist aboard an oil pipeline during loading. In the past all the oil shipped from the lake went through a costly and long process of transfer from shallow-draught boats to the larger ocean-going tankers waiting outside the sand-bars at the entrance to the lake. Following the opening of the new channel through these bars the tankers are now able to load oil directly from terminals in the heart of the underwater oilfields. Built at a cost of over £18,000,000, the channel will facilitate the daily loading of nearly 2,000,000 barrels from the wells. Venezuela is supplying some of the extra supplies which are being shipped to Europe under the emergency scheme set up by the United States oil companies under Government invitation. The republic is the world's largest petroleum-exporting country.

THE "SINCLAIR PETROLORE" DOCKS AT FAWLEY, SOUTHAMPTON: Harbour tugs fuss round the 56,089-ton United States-owned oil-carrier as she prepares to dock at the Fawley refinery, near Southampton. The *Sinclair Petrolore* carries 52,600 tons of crude oil from the Kuwait oilfields and is the first vessel to be diverted to Fawley under the emergency schedules set up by the American oil companies for re-routing tankers to meet the shortages in Europe. The cargo was originally intended for Philadelphia.

LONDON'S SALE ROOMS

A Rare Collection of Gold and Silver Plate is Among the Lots for Sale in London This Month

WITH certain obvious exceptions, for example the individual productions of known Masters, most objects of art, however apparently simple in construction, have been the joint effort of more than one craftsman. Each was skilled at his own trade: and in England there has always been this complexity of skilled craftsmanship.

While Thomas Tompion made (in about 1699, for the bedchamber of William III at Hampton Court Palace) the splendid long-case clock which has recently recrossed the Atlantic, to Colonial Williamsburg, Virginia, for the fourth time, he alone could not have made the beautiful walnut case. Nor did he fashion the gilt-brass figure of Minerva and the Royal cypher which surmounts the dome, or the other rich embellishments of this masterpiece of English clockmaking.

The same division of skilled labour is immediately apparent in a Louis XV parquetry commode of slight bombé, or convex, form which will be offered in London at Christie's auction rooms on February 7. Here is demonstrated the closest co-operation between the *ébéniste* and the *ciseleur*, or *doreur*, the French equivalents of the English cabinet-maker and metal-worker.

The term parquetry (*parquetage*) is usually associated with the laying of floors. In relation to furniture it indicates a work of art inlaid with geometrical designs in the manner of a parquet floor. It was in the Louis XV period, too, that "mounted porcelain" became a feature of French furniture.

In the same sale is a set of six English mahogany chairs of the Chippendale period, covered in contemporary needle-work, and a pair of Chinese K'ang Hsi porcelain turquoise figures of parrots on Louis XV ormolu scroll bases. The latter were once in the collection of Henry Hirsch, brother of Leopold Hirsch, the American art connoisseur.

With the passing in 1745 of the vogue for the somewhat heavy English furniture made by William Kent, mahogany really came into its own in chair design. The general effect was to re-emphasise form and proportion. It was an era when much ambitious splat-work became the fashion, and in which Chippendale used the rococo, Chinese and Gothic motifs in a great variety of chair backs. The splats of the chairs referred to above are vase-shaped, pierced with interlaced scrolls and rosettes. The seats are covered in gros- and petit-point in colours.

Under the long reign of K'ang Hsi (1662-1722) the Chinese porcelain industry acquired a new life. Its creations incorporated superb craftsmanship and elegance. We know them not only for the quality and masculine elegance of their style and glazes, but for their exquisite colours: sapphire-blue, white, celadon-green, peachbloom-red—or turquoise, as in a pair of parrots on ormolu bases.

It is unusual to-day for heirlooms of outstanding interest to be laid before the public, with the addition of the entire contents of an outsize butler's pantry. Yet this is what will happen when Sotheby's offer for sale by auction, on January 24, 136 lots which comprise the English and Continental silver and gold plate of the 6th Lord Tredegar, who now lives in the South of France.

It is with only eight of the particularly interesting pieces that we are now chiefly concerned. Yet the impressive remainder should not be ignored because of the light it sheds on the appurtenances of a great house in former days. It is curious to reflect how dispensable all these things have become—the services of table silver, the tea urns and trays, the rose bowls, cups and cake baskets, the wine coolers, entrée dishes and soup tureens.

There is a silver-gilt vase by Paul Storr which weighs nearly 170 ozs., a Jewish spice box, a Dutch tobacco box and an unusual North German coconut tankard. There are Georgian dish crosses and casters, and saucepans and salvers, and, to touch a different note, a fine model of the 3rd Lord Tredegar's steam yacht *Liberty*. This did excellent service under his command in the First World War. Manned by his own crew, it was used first as a dispatch boat and then as a hospital ship.

A GEORGE II SILVER CUP: By Paul de Lamerie and marked for 1739, it is one of the fine pieces in the sale of Lord Tredegar's plate at Sotheby's on January 24.

FOUR FINE EXAMPLES OF THE SILVERSMITH'S ART FROM THE TREDEGAR COLLECTION: *Left*—A Charles II cup and cover, of parcel gilt with a pierced silver sleeve, was made in about 1680. *Right*—Three specimens of foreign silver. First, from the left, is an engraved Dutch silver-gilt cup dated 1697, which was probably made at Deventer. Next is a pineapple cup, by Hans Jacob Bullinger II, of Zürich, in 1665. Finally comes a German silver-gilt cup of 1670. All are in the Tredegar sale.

Pride of place among the English silver must be accorded to the Elizabethan parcel gilt, bell-shaped salt of the year 1598. It closely resembles one in the possession of the Goldsmiths' Company, of London, which was made a year later. The Tredegar salt contains two salt-cellars. The upper one has a domed cover, surmounted by a perforated knob, like a pepper-pot, while the lower one is situated at the join below the top line of hallmarks. Of particular interest to collectors is the device below the date letter which resembles the head of a flower and is not recorded in Sir Charles Jackson's standard work, *English Goldsmiths and their Marks*.

The work of the great Huguenot silversmith, Paul de Lamerie, is represented by a magnificent covered cup of the year 1739, in the rococo style, and by a large single caster which was made in 1724. A second example of Elizabethan silver is a rare silver-gilt standing dish, mounted in the centre with the figure of a swan on a wave-ornamented ground and hallmarked for the year 1599. The precise uses of such standing dishes are not recorded.

A George III gold cup bears the inscription: "Presented to Sir Charles Gould, President, by the Society for Equitable Assurances on Lives and Survivorships, as a testimony of their Regard, their Respect and their Gratitude. 1782." One is left in no doubt as to the extent of their Regard, Respect and Gratitude; for this large cup weighs just over 100 ozs. (Sir Charles Gould, M.P., married in 1758 the sister of John Morgan, of Tredegar, from whom Lord Tredegar is descended.)

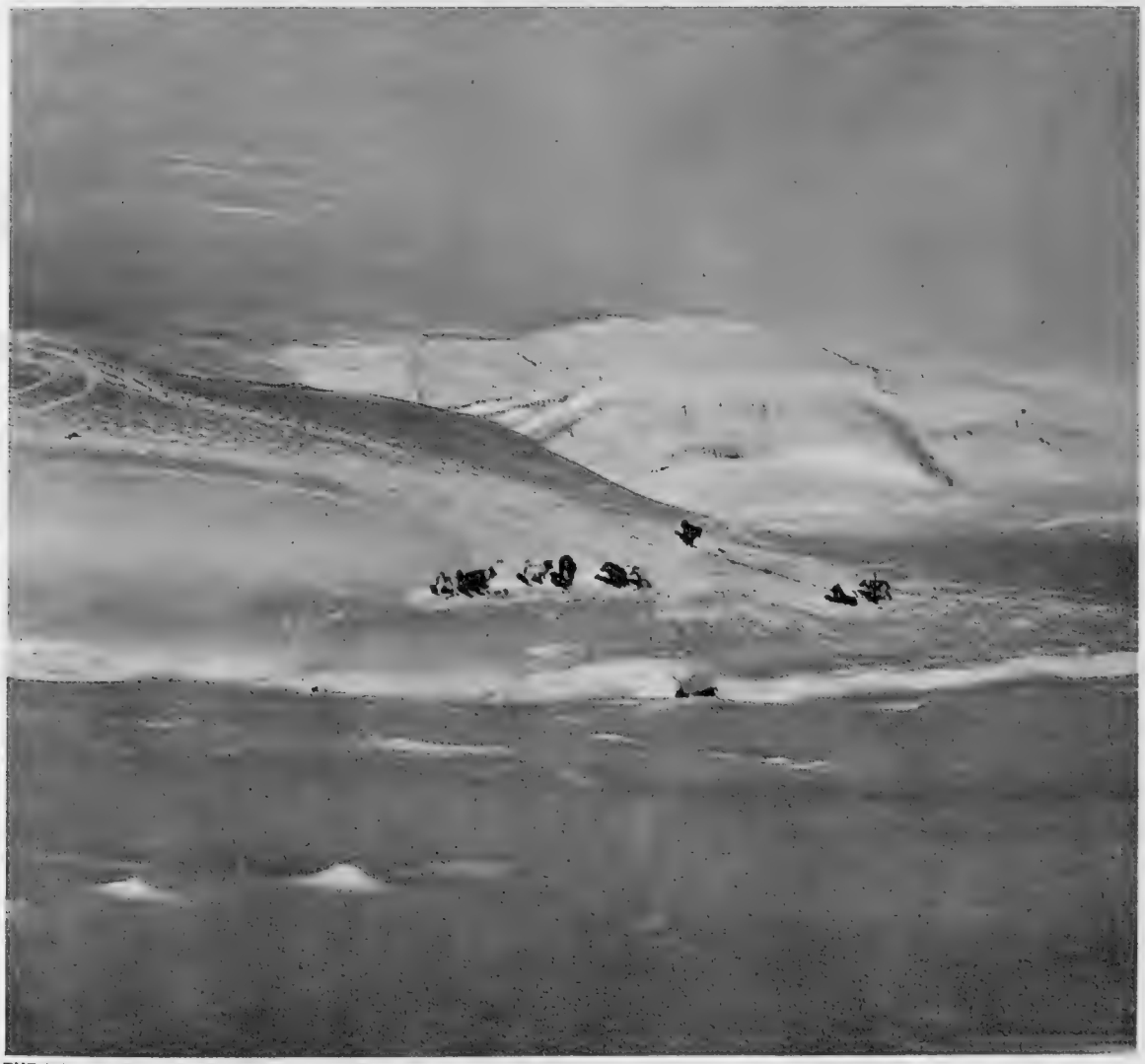
A particularly attractive example of the silversmiths' art is a Charles II covered cup, or porringer. The cup itself is gilt while the decoration is pierced on a separate silver sleeve, thereby most effectively combining the two colours. It bears only the maker's mark, "R.C." in a dotted circle, and a similar cup by the same maker is in the possession of Jesus College, Oxford.

Three examples of the foreign silver deserve special mention: A covered cup of silver-gilt and of Dutch origin, made in the last decade of the seventeenth century; a covered pineapple cup made in Zürich in about 1665 and the work of Hans Jacob Bullinger II; and a covered cup of silver-gilt made in Frankenthal in about 1670.

The collection also includes a sixteenth-century German beaker, a silver-gilt standing cup made in Nuremberg in about 1695 and a particularly fine small silver-gilt covered tankard, also German, made in about 1605.

GEORGE III AND ELIZABETHAN: Three more examples of the Tredegar heirlooms. *Left*—A George III gold cup and cover with a long inscription to Sir Charles Gould, to whom it was presented in 1782. *Centre*—An Elizabethan parcel gilt bell-shaped salt of the year 1598. *Right*—An Elizabethan silver-gilt standing dish, mounted in the centre with the figure of a swan.

RESCUE IN SIGHT FOR A PARTY MAROONED IN THE ANTARCTIC: Two men holding dogs stand in the snow of Charles Roux Island and watch the approach of a helicopter of the Fleet Air Arm. The aircraft had flown from the netlayer H.M.S. *Protector*, which is attached to the Falkland Islands Dependencies. The party on land, consisting of two men and nine dogs of the Falkland Islands Dependencies Survey, had been cut off by the unexpectedly early break up of the ice.



THE DOGS ARE READY FOR THEIR FLIGHT: The animals tethered on the ice are seen here from the approaching helicopter. Owing to the sloping ground, the aircraft could not make a landing and was compelled to hover with its nose wheel just in the snow. Later a second helicopter joined in the airlift, the dogs being taken off in twos and threes.

HELICOPTER RESCUE IN ANTARCTICA

A Royal Naval "Air Lift" Saves Men and Dogs Marooned on the Ice

The unexpectedly early break up of the ice led to a party of two men and nine dogs from the Falkland Islands Dependencies Survey being cut off on Charles Roux Island, in Antarctica. Although they were only five miles from their base, on Detaille Island, the breaking pack-ice made their return by sledge or by boat impossible.

Accordingly, H.M.S. *Protector*, the netlayer which is attached to the Falkland Islands Dependencies for Antarctic duties, was ordered to carry out rescue operations and proceeded to Adelaide Island, off Graham Land. A helicopter from this ship set off at dawn and located the marooned party on the eastern edge of Charles Roux Island. A small radio transmitter was lowered and with this a radio link was established with the ground. Although a landing approach was quickly made on the ground, closer inspection showed there was a 15-degree slope. The helicopter was, therefore, only able to hover with its nose wheel just in the snow.

One of the two men climbed into the aircraft and one dog was loaded to test its reactions to flying. They were flown to their base on Detaille Island. Here again landing proved difficult and the two passengers had to jump out of the helicopter from the hovering position. After returning to H.M.S. *Protector* for refuelling, the pilot set off again for Charles Roux Island, taking with him a handler for the huskies.

A second helicopter, on which maintenance men had been working urgently to put it into service, joined in the operation, also carrying a handler. In twos or threes the dogs were taken off and the airlift was completed in a total of seven hours and fifty minutes of flying by the two helicopters.

Having finished their mission the aircraft took relief personnel to the base on Detaille Island and also delivered some 300 lb. of mail—the first post to be received by the base there for a year.

AN AIR BASE IN ANTARCTICA: Members of the United States Navy Expedition in the Antarctic carry out a routine inspection of a ground-control approach unit. It is mounted on a "Go-Devil" sledge for towing to the ice runway of the Williams Air Facility, which has been built near the expedition's base camp at McMurdo Sound.

SUMMER IN THE ANTARCTIC: A sudden snowstorm engulfs a United States Navy R4D Skytrain (left) as it stands parked on the ice runway of the Air Facility at McMurdo Sound. Summer begins in these polar regions in October and continues until the end of December. The aircraft shown in the picture had just arrived from the transit base in New Zealand with stores and equipment.

AT WORK ON THE WILLIAMS AIR OPERATING FACILITY: Ground crews heat an engine of an R5D Skymaster by means of a specially-designed screen. The aircraft is parked on one of the cleared spaces of hard snow which serve as parking areas alongside the ice runway. It was from this air base that a Skytrain of the United States Navy recently flew a party to the South Pole.

AMERICA IN THE ANTARCTIC

The United States Navy Continues "Operation Deepfreeze"

The main task of the United States Navy Expedition in the Antarctic is to make a preliminary survey of the ice plateaux and mountains of the hinterland in preparation for the Geophysical Year which begins next summer. Recently the expedition, with the U.S. Army, completed the most difficult stretch of the planned highway into Marie Byrd Land from the base camp at Little America V, on the Ross Ice Shelf about 500 miles from McMurdo Sound. A regular convoy of heavy tractors is to use the completed stretch of the highway to bring up stores and prefabricated houses for use as the trail-blazing party advances. Some of the prefabricated buildings are intended for use in the Antarctic Scientific Station that is to be set up in that area. The more essential technical equipment for this station will also travel by tractor up the highway. One of the objects of the expedition is to set up an observatory near the Pole in preparation for the Geophysical Year 1957-58. In the final battle to cross the coastal crevasse fields which mark the descent of the continental ice cap to the Ross Shelf, two huge clefts in the ice surface had to be bulldozed full of snow. The biggest of these clefts was 40 ft. wide and nearly 160 ft. deep. It took 105,000 cubic yards of snow to fill it sufficiently for a 30-ft. roadway across the gap. While the making of this stretch of the road was under way, supplies for the working parties were flown out in four ski-equipped aircraft. Two were twin-engined Douglas transports and the others were single-engined de Havilland Otters.

PIPE-LINE IN THE ICE: Technicians belonging to the American expedition lay a fuel pipe-line system, for petrol and oil, between the U.S. Coast Guard ice-breaker *East-Wind* and the fuel storage tanks at the base camp on Hut Point, McMurdo Sound. The main objective of the present United States Navy expedition based in this area of the Antarctic is to carry out survey preparations for the coming Geophysical Year. The operations are under the command of Rear-Admiral George Dufek, U.S.N.

RE IN KEEPING WITH THE ANTARCTIC SEASONS: An oil tanker supplying fuel to the expedition lies ice-bound at its moorings near Hut Point, McMurdo Sound. This picture was taken last March when the Antarctic winter was just beginning. Now that the expedition has perfected its facilities for air transport, the bringing-in of stores and equipment no longer depends on the relief ships which can only reach the area during the summer months when the seas are relatively free from ice-floes.

SEASONABLE ENTERTAINMENTS

Stage and Ice Pantomimes ; the Crazy Gang ; a New Musical

"CINDERELLA ON ICE": Sheila Hamilton (left) is Prince Charming and Gloria Nord is Cinderella at the Empire Pool at Wembley. Both of them have come back to Britain from Beverly Hills, near Hollywood, in California, to take part in this ice spectacle which is presented by Sir Arthur Elvin. Peggy Wallace, from New York, in the role of Dandini, completes a trio of "Beautiful Blondes" at Wembley. Others taking part include Michele Andrews, of Brighton—"London's shapeliest fairy Godmother"—and the French-Canadian Guy Longpre and Ivor Robson, of London, who lead the comedy team as "The Ugly Sisters." There are over 100 members of the spectacular Skating Corps de Ballet.

"DICK WHITTINGTON AND HIS CAT" AT THE PALACE THEATRE: Beryl Stevens in the title role of Dick is in the centre of the stage in Emile Littler's fourteenth London Pantomime. The leading comic parts are played by George Formby as Idle Jack and Ernest Arnley as Sarah the Cook. The decor for the Palace Theatre pantomime is the work of Miss Doris Zinkeisen.

THE NEW CRAZY GANG REVUE: From the left are Teddy Knox, Jimmy Gold, Bud Flanagan, Charlie Naughton and Jimmy Nervo as "Les Trollops of Monte Carlo" in *These Foolish Kings* at the Victoria Palace. "Monsewer" Eddie Gray rejoins them in some of the sketches and dancing interludes are provided by the John Tiller Girls. Music and lyrics are by Ross Parker and the show is produced by Alec Shanks. The Crazy Gang is now twenty-five years old.

DRESDEN CHINA BROUGHT TO LIFE: In this scene in *Cinderella on Ice* at Wembley, the cast are dressed in costumes copied from Dresden figures. The crystal clock and the staircase are in keeping with the setting.

A MUSICAL IN THE WEST END : Joan Heal as a film star and Denis Quilley as a newspaper columnist are seen together in *Grab Me A Gondola* at the Lyric Theatre, Shaftesbury Avenue. This British musical has been transferred from the Lyric Theatre, Hammersmith.

THE DUKE'S TOUR OF NEW ZEALAND

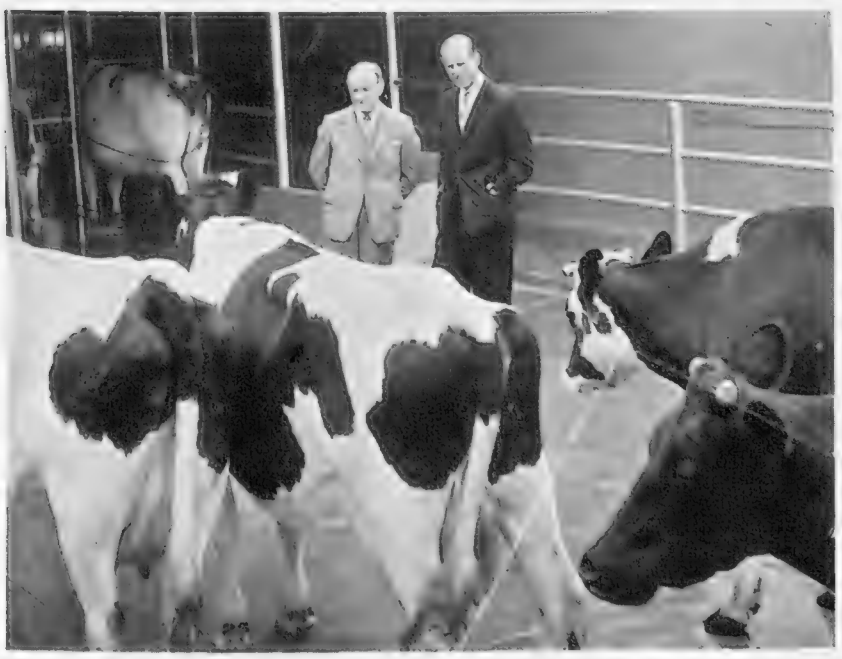
A Round of Engagements in Town and Country During his World Tour

IN THE CAPITAL : The Duke acknowledges the welcome of the crowds during a walk through a street in Wellington. With the Royal visitor is the Mayor, Mr. F. J. Kitts.

WELCOME TO NEW ZEALAND : The Duke of Edinburgh is greeted by the Prime Minister, Mr. S. G. Holland (centre), and the Governor-General, Sir Willoughby Norrie, at Paraparaumu Aerodrome, near Wellington, on his arrival by air from Australia. His Royal Highness spent a week in New Zealand and made tours of both North and South Island. He then sailed in H.M.Y. *Britannia* for Chatham Island and Antarctica.

A VISIT TO H.M.N.Z.S. "ENDEAVOUR" : The Duke is accompanied by Sir Edmund Hillary (right) and Mr. C. M. Bowden, chairman of the Ross Sea Committee, after a visit to the Antarctic Expedition ship at Lyttelton.

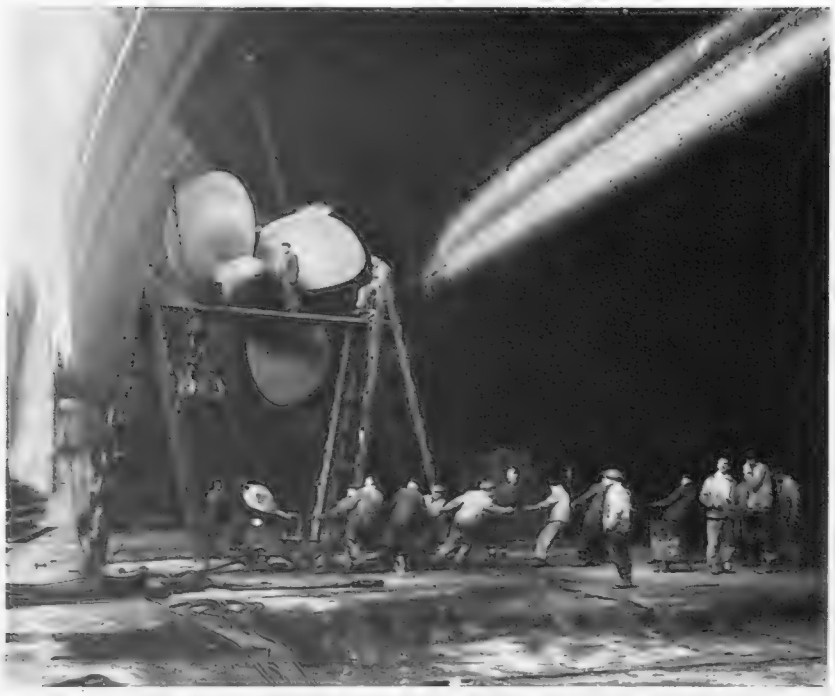
AGRICULTURAL AVIATION : The Duke is looking at an Edgar Percival E.P.9 aircraft during his tour of farms near Christchurch. This type of aircraft is only the second to be designed in Britain with agricultural needs foremost in mind. The construction of the plane is particularly suitable for spraying crops, dusting, top-dressing, and seeding. It can also be used for supply-dropping and freighting.



DOWN ON THE FARM NEAR CHRISTCHURCH, IN SOUTH ISLAND : *Left*—Mr. C. J. McFadden and his Royal guest inspect the cow-yard and milking sheds during a tour of Mr. McFadden's farm at Belfast. After tea with the farmer and his family the Duke left for the air-strip at the farm of Mr. J. F. Cracroft Wilson, at Cashmere, where he saw a display of agricultural aviation. *Right*—The Duke meets the owners of properties over which the aircraft flew during the display at Cashmere.

A CUNARD "QUEEN" IN DRY DOCK

The "Queen Elizabeth" Undergoes her Annual Overhaul at Southampton



OUT OF HER ELEMENT: Workmen are dwarfed by the gigantic stern of the *Queen Elizabeth* as the 85,000-ton Cunarder lies in dry dock at Southampton during her annual overhaul in preparation for the Atlantic summer season. Men stand on a platform beside one of the liner's four huge propellers. Each of these, weighing 32 tons, is examined and overhauled as necessary, and the propeller shafts are tested. The 140-ton rudder is scaled and repainted and its interior structure examined. The engines and the 650 electric motors are surveyed and tested. Lifeboats, accommodation and all equipment and fittings are checked and cleaned. Each winter the *Queen Elizabeth* undergoes an overhaul lasting about six weeks. During most of this period she lies in dry dock, and when the work is most intensive, about 2,000 men are working on her.

HIGH AND DRY: *Above* and *on right*—The towering hull of the *Queen Elizabeth* stands in the dry dock. Many yards of the massive anchor chains lie on the bottom of the dock as workmen clean, test and repaint them. Each link weighs 2 cwt. and the total length of chain weighs 300 tons. The huge anchor on its side in the foreground weighs 16 tons, and is one of three. Fifteen thousand square yards of hull are scaled and painted every winter, using 8 tons of paint in three coats.

SEARCHING FOR GRIVAS

Security Forces Continue their Hunt for the Terrorist Leader in Cyprus

Although the slopes and pine forests of the Troodos Mountains in Cyprus are now covered with snow, the intensive searches for Grivas and his terrorist bands in their hideouts are being continued. Patrols of the Suffolk Regiment have recently been carrying out extensive sweeps in the most inaccessible regions where the EOKA hideouts are usually situated. Meanwhile in Nicosia the six men who were arrested in an isolated farmhouse in the Kyrenia mountain range over a month ago, at the end of another sweep by the security forces, have been given life sentences. They were found guilty of endeavouring by armed force to overthrow the lawful Government of Cyprus and of possessing the weapons which were found close to the spot where they were arrested. North of Paphos a combined patrol of the Royal Artillery and the Cyprus Police has struck another blow at the terrorists' communications in arresting an EOKA leader and three members of his band. Two donkeys loaded with equipment and food were also seized. The equipment included a Bren gun and ammunition.

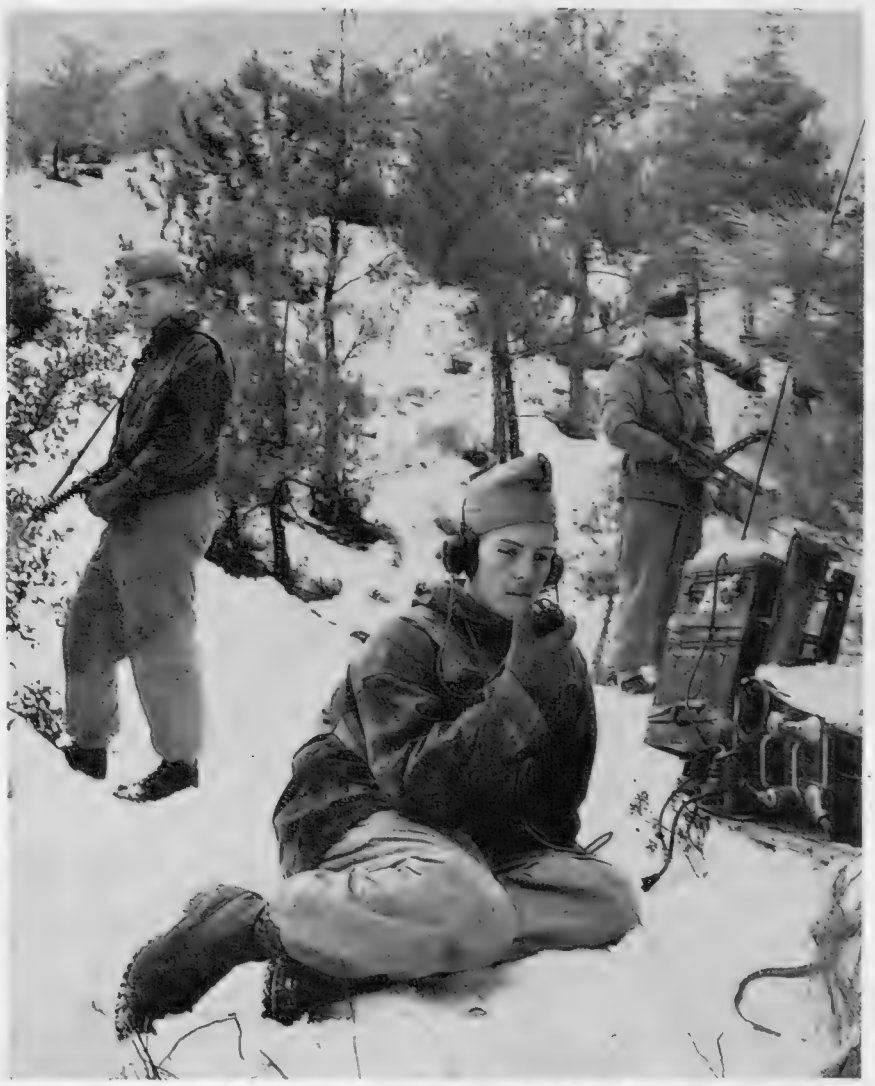
A SWEEP IN THE TROODOS MOUNTAINS : A patrol of the Suffolk Regiment trudges through a small copse on the snow-covered slopes of the Troodos Mountains in Cyprus during an intensive search for Grivas, the elusive EOKA leader. Each member of the patrol is laden with his own kit and bedding.

On right—

WINTER KIT IN THE MEDITERRANEAN : Lieut.-Colonel Arthur Campbell, of the Suffolk Regiment, wears a fur hat during the mountain sweep. He is the author of *Jungle Green*, a story of the fighting in Malaya.

TEA-BREAK IN THE SNOW : Soldiers of the Suffolk Regiment gather round a crude brazier set up at their improvised bivouac in the snow. An old ration tin serves as a container for making tea, while an armed sentry keeps watch.

ON THE TROODOS SLOPES : Escorted by two comrades armed with sub-machine-guns, the wireless operator (centre) of one of the patrols brings up the rear of the column. The wireless link is of great importance during mountain patrols.



THE LINK WITH REGIMENTAL HEADQUARTERS : An operator calls up regimental headquarters during a halt in his patrol's search. Two other members of the patrol keep watch against the possibility of attack from the terrorists in the mountains.

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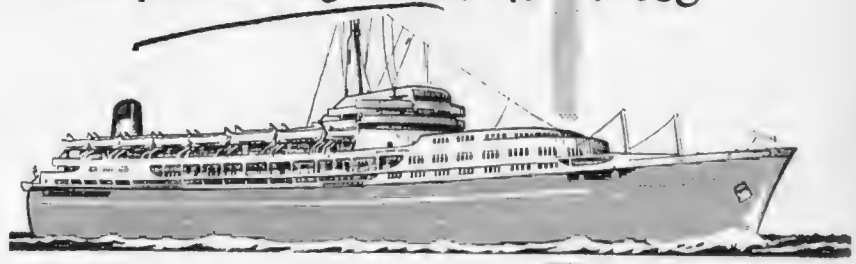

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HUNTING AT CHRISTMAS

Cold and Snow did not Deter the Hunts or their Spectators

Large attendances of spectators at meets of various hunts in the South of England over Christmas proved that the sport of fox-hunting is growing in popularity, not only among those who ride but also among foot-followers. A seasonable Christmas of snow and cold did not deter big gatherings watching the hunts move off.

It is wrong to regard fox-hunting as exclusively the sport of the wealthy, for it is attracting more and more interest among people in the countryside and in nearby country towns who are not hunt members. They follow the hounds on foot and in cars, in such numbers that strict control by the hunt's officers is frequently necessary. Sometimes, the meet and the progress of the hunt is in danger of disorganisation by large crowds who do not understand the sport.

Hunts try to encourage popular interest, in the hope of recruiting active supporters and possible new members. Some masters give instructions to hunt followers and spectators, so that they will be able to see and understand as much as possible of what is going on without spoiling the day's hunting.

THE CHIDDINGFOLD FARMERS MOVE OFF: Huntsmen and hounds of the Chiddingfold Farmers' Hunt pass through the streets of Guildford after a meet at Tunsgate, in the city centre. In spite of cold and snow, there were many spectators.

HUNTING AT CHRISTMAS: Members of the Garth Hunt assemble in the market-place at Wokingham, in Berkshire, for their Boxing Day meet. A large crowd watches the proceedings with interest as huntsmen admire the town's Christmas-tree. The building in front of which it stands is the Town Hall of Wokingham.

On right—

MAKING FRIENDS WITH THE HOUNDS: Susan and Kathleen Jamieson pet the hounds of the Garth, while the Huntsman, Mr. G. Frosdick, looks on. The hunt dates from 1790.

HOUNDS IN THE SNOW: Led by the First Whipper-In, Mr. E. Bartlett, the East Sussex Hunt moves off down a lane under the shadow of Battle Abbey, during its Boxing Day meet. The hunt has been in existence for over a century.

THE ENFIELD CHACE AT TEMPLE BAR: The hounds assemble in Theobald's Park, near Waltham Cross, Herts, beneath the old Temple Bar, which was removed from the City of London in 1878-9. The rider is Mr. T. Muxworthy, the Huntsman.

The World of Books—By VERNON FANE

TRAVEL EASY, TRAVEL ROUGH

Travellers in the Mediterranean and in the Snows tell their Stories; Spies, Wars and Politics; and a Selection from History and Crime

TIME was when Mr. Spike Hughes, now an authority on opera, spoke with equal weight and knowledge on the subject of jazz and swing, but I have gathered that that phase has been relegated with some severity to the past and that the present is more classically employed. In any case, it was to visit some of the great European opera houses that Mr. Hughes and his wife set out recently on a winter journey which took them by way of Germany and Austria to Italy and Sicily. OUT OF SEASON (Robert Hale. 15s.) is a record of this 4,000-mile trip and very entertaining it is.

I would add that those whose musical appreciation is satisfied by less recondite sounds than a Mozart opera will nevertheless find a great deal to please them in the author's travel notes, his preoccupation with good food and his sensible advice on visiting art galleries, when one's enjoyment is affected as much by the feet as the head.

The next books are concerned with travel on an even wider scale. THE AFRICAN GIANT (Collins. 21s.) is the story of a journey made over almost a year with another year of writing to follow it, by Mr. Stuart Cloete. Here again is someone unusually well qualified for the task he undertook, for Mr. Cloete not only lives in Africa but is a descendant of the first white man ever to be given a grant of land in Africa when, in 1656, he landed with Van Riebeeck.

With Mrs. Cloete, "companion, friend, wife and photographer who never failed me in any of her capacities," Stuart Cloete set out from Kimberley on the journey that was to take them from the lush beauty of the Cape Province to equatorial Africa, to Rhodesia, to the Congo, to Monrovia in the west and Nairobi in the east.

ROUND THE ISLAND (Chapman and Hall. 21s.) is an account of another husband and wife expedition, this time on bicycles and in Sardinia, which Mr. H. W. Freeman and his lady re-explored a couple of years ago. The book that has resulted from their joint discoveries is an agreeable, informative and not by any means conventional guide-book to the country. The stay-at-home reader often has the impression that the discomforts of their chosen way of travel were only endurable because of the civilised breaks in between—rather in the manner of the man who hit himself on the head because "it was so wonderful when he left off."

THE VALLEY OF THE SHADOWS (Muller. 16s.) is the story of an Arctic expedition told by Mr. N. C. Negri, who was one of its four members. The object was the exploration of a mountain region north-west of Lapland and well within the Arctic Circle, in order to make a complete analysis of the weather conditions in mid-winter. These, not surprisingly, could be summed up in that fine Dickensian word: "'Orrible!" Mr. Negri writes simply and clearly, and if he doesn't inspire this reader to follow in his frozen footsteps he does at least tell an adventurous tale.

Herr René von Nebesky-Wojkowitz is an Austrian anthropologist whose book, WHERE THE GODS ARE MOUNTAINS (Weidenfeld and Nicolson. 21s.), tells of his experiences during the three years he spent among the people of the Himalaya. The translation has been made by Mr. Michael Bullock, and the book recalls some extraordinary events—mystical, everyday and historical, all traced and set down with a real reverence for fact and the detached viewpoint of the man of science.

Wars, plots, campaigns, political changes and weapons of aggression combine, in their sombre ways, to make the material of the next five books. The first is PATTERN FOR CONQUEST (Robert Hale. 21s.). Mr. John Baker White writes about spying and counter-spying in what is probably the most sensational book in this batch. To preface these grim and true stories, there is a quotation from a 1955 speech by Khrushchev: "We want friendly relations with all countries."

A NEW BOOK ON THE THEATRE IS LAUNCHED: Mr. W. Macqueen-Pope, the theatrical historian, chats with three actresses at a Foyle's literary luncheon held at the Dorchester Hotel, in London. From left to right they are—Miss Valerie Hobson, Miss Evelyn Laye, and Miss Vanessa Lee. The luncheon was the occasion of Mr. Macqueen-Pope's introduction of his fifteenth book on the theatre, entitled *Nights of Gladness*.

THE WORLD AT WAR 1939-1945 (Putnam. 15s.) is a fairly comprehensive title and a pretty ambitious one. It is a work by Mr. Edgar Holt, who has had the commendable idea of explaining to people of the new generation what the war was all about, and to answer the question that so many of the young have asked or wanted to ask—"What was the war really like?" Naturally, all of us will have criticisms—one of mine would be that a photograph of Hiroshima after the atom-bomb is not paralleled by a photograph of Rotterdam after the German attack on a neutral nation. But, by and large, this is a job well done.

Rear-Admiral Sir Kenelm Creighton has written CONVOY COMMODORE (William Kimber. 18s.) from his far-reaching experience of the Battle of the Atlantic and his memories of convoying in other parts of the world. The foreword has been written by Admiral of the Fleet Viscount Cunningham and, if you remember *his* career, you will realise what an accolade this is.

EMPIRE OF THE AIR (Collins. 21s.) has been written by Viscount Templewood whom most of the middle-aged remember as Sir Samuel Hoare. It is his account of the development of air power and air communication during the first two of his three terms as Secretary of State for Air, between 1922 and 1929.

MOROCCAN DRAMA, 1900-1955 (Robert Hale. 25s.) is Mr. Rom Landau's "interim" history of the country which he knows so well, with particular emphasis on the years of the French Protectorate. It is excellent briefing material for those who would like to examine or, more hopefully, to understand the current problems in North Africa.

Among the historical surveys of more distant periods there is Mr. Bryan Little's study of THE MONMOUTH EPISODE (Werner Laurie. 25s.). This is a sober, well-documented and, at the same time, extraordinarily vivid account of that campaign waged with such disastrous results by James, Duke of Monmouth, a son of Charles II—a campaign which ended not only in failure but in the monstrous Bloody Assize of Judge Jeffreys.

THE GREAT TUDORS (Eyre and Spottiswoode. 25s.) is a reprint of that excellent symposium of scholarly articles, edited by Miss Katharine Garvin and first published in 1935. It includes studies by such men of genius and letters as Alfred Noyes, Hilaire Belloc and Hugh Ross Williamson.

Of the novels that I have seen this week, there is one that has no pretensions to greatness but some slight breath of charm and more than a suggestion of youthful freshness. This is Miss Gillian Freeman's story, FALL OF INNOCENCE (Longmans. 12s. 6d.), which is concerned with two teen-age girls, one of them far more guileless than that crude term connotes and the other her American contemporary in age but not experience. This story, which could have been sordid, has a slightly shapeless and unresolved attempt at a plot, but it does augur well for the future of its young writer.

THE LONELY LONDONERS (Wingate. 12s. 6d.) is the English scene with a difference, for this novel of Mr. Samuel Selvon's is about the plight and occasionally the successes of West Africans over here. It has been written by one of their number and is lively, wonderfully colloquial and as authentic as sun or fog.

No matter how many novels about the American Civil War are turned out, it seems there is always an angle that no writer has covered before. Mr. John Brick's THE APPLE-KNOCKERS (Collins. 15s.) helps to prove this. The title was also the nickname of a militia regiment from New York State; a part of the world where they not only grow good apples but drink applejack. Far more than the over-lauded stories of brutality and squalor, this bears the imprint of truth recalled.

Two thrillers this week and both of them excellent. The first is Miss Ngaio Marsh's OFF WITH HIS HEAD (Crime Club. 12s. 6d.), which is set in some unidentified English countryside where they cling, with lethal loyalty, to the old customs. The second is NOWHERE TO GO (Elek. 13s. 6d.), by Mr. Donald Mackenzie. This is a crime story written by an ex-convict, which vouches pretty solidly for its authenticity. Unlike some men with his past, Mr. Mackenzie can write very well and this book deserves the name of thriller.

WAYWARD ARCHITECT

The Strange Character of James Wyatt

James Wyatt was one of the leading architects of the eighteenth century and few members of his profession have had larger or more successful practices. As a subject for biography the wayward Wyatt should surely be a natural selection, with his early brilliance as an interpreter of the Adam style being succeeded by the later career in which he became one of the first architects of the Gothic revival. Strangely enough, he has been neglected by modern writers, and until Antony Dale published his monograph in 1936 there had been no serious presentation of his achievements in cathedral restoration.

Now Mr. Dale has expanded on that, and his new life of JAMES WYATT (Basil Blackwell. 30s.) is a most detailed and scholarly piece of work accompanied by a series of excellent and representative illustrations. Wyatt was a curious character, utterly improvident, without notable powers of concentration and with no business sense. He could concentrate at times, however, and then, Mr. Dale says, he left his bottles and his boon companions and really got down to work.

The artist, particularly the youthful artist, seldom has the knowledge to take full advantage of the technique of the printer, and so adapt his own special abilities to the varied but invariably exacting demands of composing room and machine room. John Lewis, who is Art Director to a well-known printing firm and also a tutor at the Royal College of Art, has done a great service by compiling his new HANDBOOK OF TYPE AND ILLUSTRATION (Faber and Faber. 30s.). It need hardly be said that this is a superb example of the publisher's art.

It will certainly make a strong appeal to the layman who is only interested in these matters occasionally and will be of the greatest value to the student who genuinely wishes to find out how best he can achieve the compromise between his own artistic expression and the demands of the press. Graphic reproduction must always, in fact, be a matter of compromise, but the author does show how little has to be sacrificed if goodwill and knowledge of processes are brought to bear on all sides. Lithography, copper engraving, half-tone reproduction, lino cuts and, indeed, every accepted technique are dealt with faithfully, but not at undue length. The examples of typography are first-rate.

David Ewen, a lifelong admirer of the art of George Gershwin, has written a biography of the musician who, when he died in 1937 at the age of thirty-eight, was already accounted the most successful composer America had produced. A JOURNEY TO GREATNESS (W. H. Allen. 18s.) has been written with the close co-operation of the Gershwin family and many associates of the composer in the worlds of the theatre and music. A great deal of intensive research has clearly gone into this biography, and it is a matter for satisfaction that the author should have undertaken it while so many men and women who knew Gershwin intimately are still alive to testify.

Fougasse has made a delightful survey of modern British and American humorous art. He calls it THE GOOD-TEMPERED PENCIL (Reinhardt. 20s.). He traces the development of pictorial humour by presenting a whole series of well-chosen examples starting with the curate's egg and ending with some offerings that belong essentially to the age of television and the new culture.

SCOTLAND'S DOWRY (Richard Paterson. 10s. 6d.) marks the twenty-fifth anniversary of the foundation of the National Trust for Scotland. It has been written by George Scott-Moncrieff, who presents a most charming picture of the varied Scottish scene. This little handbook is beautifully bound and presented. All profits from its sale go to the Trust.

Robert J. Hoare's WINGS OVER THE ATLANTIC (Phœnix House. 15s.) is the story of the men and women who blazed the air trail across the Western Ocean. It is a well told and truly heroic tale, and one can be sure that it will figure on the prize list at many schools.

WHITAKER'S ALMANACK 1957 (complete edition. 18s. 6d.) once again makes its welcome appearance at the New Year. As ever, it is as up to date as it possibly can be, the Diary of World Events even containing a detailed record of the Suez Crisis and the events leading up to it. The increasing public interest in historic houses receives full recognition in a most excellent list of houses open to the public, with times of opening and charges for admission.

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HOLIDAYS ABROAD IN 1957

A Special Section Dealing with Travel Arrangements, Resorts, Tours, Travel Diary and Advice

By GORDON COOPER

A General Review of Holidays Abroad, and Some Comparisons of Transportation.

PREVAILING conditions have made the task of those engaged in organising holiday travel difficult. Changes and cancellations of planned arrangements are liable to occur, especially in those which are linked with possible trouble areas in eastern Europe. Already last year's hopeful opening up of tours to countries behind the " Iron Curtain " has come to a sudden end. Motor-coach tour operators are faced with increased costs and possible shortage of fuel supplies, while the motorist taking his car across the Channel will want to be reasonably certain of not running into difficulties.

Fortunately, however, the average British traveller has become acclimatised to meeting emergencies and overcoming them, so he is not likely to be deterred from going abroad. He is adaptable and will change his plans without fuss. Bearing in mind, therefore, the possibility that some of the holiday suggestions I make may have to be amended in the coming months, I hope that the information presented, which is up to date at the time of going to press, may prove helpful.

Three marked features of holidays abroad in 1957 are the continued demand for all-in inclusive coach tours, the increasing appeal of holidays by air, and the popularity of touring in one's own car. Most of the coach tours tend to follow the beaten track, partly because of public demand, but also for the reason that the operators find it convenient to stop at centres well provided with hotel accommodation.

When comparing the tours offered by various travel agents I suggest you keep in mind these two points: first, be sure you deal only with a reliable firm and do not be enticed merely by elaborate brochures—a certain test in this respect is membership of the Association of British Travel Agents; and, secondly, choose a tour which allows occasional days of leisure, for it is not only extremely tiring but also unprofitable to try and cover too much ground in a fortnight or three weeks.

Although it may seem invidious to give recommendations, I think it worth mentioning that probably the most luxurious coach tours are those offered by Motorways—their tour of the Italian Lakes and the Dolomites especially attracts my fancy; Lammin's tours get off the beaten track, and I am glad to see that one includes Sicily and Italy's unexplored south (Apulia and Calabria). Another covers Portugal and North Spain; while Fourways Travel have three " Starlet " tours with afternoon departures from London, which have been specially planned to appeal to travellers from the Provinces. On another page, under " Unusual Holidays," I give some suggestions for motor-coach tours that are different from the general run.

I think, too, that a number of Britons may prefer to travel around without being in the constant company of their compatriots—after all, we see quite a lot of each other at home. This suggests, therefore, that it is worth inquiring about the leading motor-coach companies abroad. In France, for instance, there are various circuits run by S.N.C.F. (French Railways), in Italy the luxury travel provided by C.I.A.T., and in Spain the inclusive tours offered by A.T.E.S.A. and Viajes Marsans. For other countries I suggest you get in touch with the appropriate national tourist information office, a list of the addresses being given on a later page.

Worth noting, also, are the international networks operated by Linjebuss and Europabus. Linjebuss have links between London/Nice, London/Switzerland, and London/Rome in conjunction with Silver City Airways. There are likewise connecting services from London via Brussels to North Germany, Stockholm, and Helsinki. Routes are operated by Continental Road Services between Channel ports and Innsbruck/Salzburg and on to Venice, with connections to the Dolomites. Transcar operates between London and Barcelona; and Southern Coach Lines between Dunkirk and Gibraltar (six days).

Inclusive holidays by air offer not only convenience in the journey to and from a chosen resort, but they offer a considerable financial saving, due to the travel agents chartering special aircraft. In some cases you pay little more for the complete holiday than you would be charged for the normal air fare. Lunn's and Wings Ltd. are two firms specialising in this type of holiday, while for those who prefer to travel independently I can recommend Challis and Benson. Also to be noted is the wide range of inclusive holidays offered by B.E.A., S.A.S., and other airlines, particulars of which can be obtained through your travel agent. Then, Aquila, with their extremely comfortable flying-boats, will be offering some new routes in addition to their existing ones to the Italian Riviera, Madeira and the Canaries.

SAILING AWAY INTO THE SUNSHINE: A view looking along the boat deck of the M.V. *Venus* which is operated by the Bergen Line. In the spring she will sail on the England-Norway run, plying between Newcastle, Bergen and Stavanger. Later in the year she will probably sail south to Madeira.

So many new services run by charter companies are coming into operation that it is impossible to list them all here. I will merely mention the coach/air/coach service between London and Paris run by Skyways; the coach/air/diesel train service between London and Paris, and the coach/air/electric train service between London and Brussels, both offered by Silver City; the useful B.K.S. air link between Southend and Bilbao ; Hunting-Clan between London and Gibraltar; London/Lydd/Lyons (Air Kruise), Southend-Rotterdam (Channel Airways and Air Charter), and Croydon-Rotterdam (Morton's Air Services). The opening of the Rotterdam airport is especially convenient for travellers wishing to go on to North Germany.

Motoring holidays abroad show no sign of any decrease in popularity, but I would urge those taking their cars to study the routes carefully, before leaving home. I can see no pleasure at all in being one unit in a never-ending procession along some of Europe's main roads. In addition, both restaurants and hotels along these thoroughfares charge higher prices than those you would have to pay by planning to travel by less-frequented secondary roads. These deviations are not difficult to plot with the aid of a good road map. For those who feel that they would be safer travelling in an organised rally, with help available if needed and hotel accommodation arranged in advance, I suggest they approach the Motorists' Travel Club, who make such arrangements for owners of Standard, Ford, Rootes and Nuffield cars.

Early bookings for cross-Channel transportation (in both directions) is essential, more especially during July and August. Conditions for taking a car into certain countries on the Continent are now considerably simplified, and it is not now necessary to carry a lot of documents. Your motoring organisation or the respective national information office in London can supply up-to-date particulars. In many places abroad it is also possible to rent cars by previous bookings made in Britain. All you need to take with you is your driving licence.

The Sphere of Travel

HOLIDAYS WITHOUT NOISE

Some Recommendations for Attractive Places Abroad where the Atmosphere is Peaceful

I DIVIDE holiday Europe, like ancient Gaul, into three parts. The first part consists of resorts which are extremely noisy throughout the twenty-four hours; the second includes my list of places where there is generally quiet between midnight and 6 a.m.; and the third embraces those delectable spots where the atmosphere is peaceful. I think most experienced travellers will agree with me that the ever-increasing din in many popular resorts, caused by every kind of motor vehicle but especially the scooter, makes a pair of ear-plugs an essential item in one's luggage.

In addition, there is at these places such a dense congestion of traffic on the neighbouring main roads that the pleasures which should derive from sightseeing excursions are largely spoilt. In the belief that quite a number of people seek repose when on holiday, I give some recommendations of places which are usually quite easily reached, but which have so far evaded the attentions of the crowds. To help you in the matter of making the necessary arrangements I give, in some instances, the name of a specialist travel agent who can help you with your accommodation requirements.

AUSTRIA.—I do not know why Styria has so long remained off the tourist track, for this "Green Country," with its rustling pine woods, Alpine meadows, mighty mountains and deep, roaring ravines offers great appeal.

Graz, the provincial capital and Austria's second largest city, is strikingly beautiful in contour and setting. Its history is lost in the mists of time, and the old town offers much of interest to the sightseer. Pleasant holiday resorts include Bad Aussee, Altaussee, Admont, Mariazell, Ramsau and Bad Gleichenberg, while for those who like to be away from it all there are comfortable tourist hotels at Gstatterboden and Wildalpen. A circular motor tour of the province would cover 300-400 miles, with good inn accommodation available on the road. (Rec. travel agent: F. and W. Ingram.)

BELGIUM.—Although this small land is so densely populated, there are in the Ardennes, described by Wordsworth as "a fertile region, green with wood and fresh with rivers," many attractions for the leisurely holidaymaker. These attractions are not sensational but they grow on you: the glorious air, the lovely beech forests, the not-too-steep hills, the wild moorlands of the Hautes Fagnes, the streams, the caverns, the straggling unsophisticated villages, and the occasional castle.

While Spa and Dinant are the best-known resorts, I would prefer to recommend Robertville, Sougne-Remouchamps, La Roche, Martelange, St. Hubert (in the heart of a great forest), and my favourite, Bouillon.

A NORWEGIAN SEAPORT: The old city of Stavanger stands on the Stavanger Fjord, on the south-western coast of Norway. The fjord, which lies in the background, is full of islands. Stavanger is one of the oldest cities in Norway, having been founded in the eighth century, but it has been destroyed by fire and rebuilt several times.

A TOWN IN THE WESERBERGLAND: Rinteln, in the Valley of the Weser, is one of many attractive old towns in Hanover. It is not far from Hamelin, familiar to English readers through Browning's ballad telling the story of the Pied Piper.

DENMARK.—Generally considered a flat country, Denmark has its lake district, Central Jutland. Here, amid beautiful surroundings, are the Silkeborg lakes. There is even a "mountain"—the Himmelberg, or "Heavenly Mountain"—whose summit is only 482 ft. above sea-level, but it is the second highest hill in Denmark. One of the prettiest of the lakes is Lake Juulso, while running through the countryside is the River Gudenaa, the longest in the whole country. Silkeborg (the town) is a recommended centre, for those who are satisfied with boating and tramping, fishing and lazing. The air is excellent, while within easy reach are the towns of Aarhus and Viborg. (Rec. travel agent: Bennett's Travel Bureau.)

FRANCE.—It was Voltaire who wrote of the Basques that they were "people who dance, or rather jump, at the foot of the Pyrenees." These peaceful but extremely independent-minded folk have, as a matter of fact, an ineradicable taste for singing, dancing and acting. It requires little encouragement for a small group of them to start up an informal dance in some village street, while their skill in dancing is incredible.

It is a wonderful experience, too, to find in this harassed world a people who still retain a *joie de vivre*. Apart from these delightful inhabitants, the Basque countryside is peaceful and lovely, while, for those who like fashionable resorts, there are Biarritz and St. Jean de Luz. Inland, I recommend St. Jean-Pied-de-Port and Cambo, both good centres for excursions and having satisfactory hotel accommodation; while if you like to mingle with smugglers, for the Basques are born experts in this direction, then I can recommend the village of Biriatou, not far from Hendaye, where the Bonnet-Atchenia has a Michelin star.

GERMANY.—Every Sunday morning during the summer months there takes place in Hamelin a re-enactment of the famous Pied Piper's story. It is true that a German professor has now, after years of research, debunked the delightful legend—but who cares? In any case, Hamelin is a delightful town, while from it you can explore the lovely valley of the Weser. Here there are some pleasant small towns, such as Bodenwerder, Höxter, Polle, Karlshafen and Hannoversch Münden.

Bodenwerder, incidentally, was the home of Baron Münchausen, and the house in which he lived and died contains a most entertaining Münchausen Museum, with pictures illustrating some of his fantastic adventures. The nearby spa of Bad Pyrmont has what may be the finest public gardens in Germany. In contrast to its sophistication, there is the magnificent forest of the Solling, in whose heart there is a small village with satisfactory hotel accommodation. (Rec. travel agent: Germania Travel Limited.)

GREECE.—Rhodes, the "Island of Roses," is one of the most beautiful and interesting spots in the Eastern Mediterranean. Sailing from Venice each Monday evening, with a morning's stay in Athens, you can reach Rhodes early on the Friday morning. Oceanways Steamship Agency offer a round tour, with seven days in Rhodes, and this combination of sea voyage and seaside holiday seems highly attractive.

HOLLAND.—There are three or four countries in Europe where I refuse to be critical in any respect; Holland is one of these. My favourite province there is Friesland, for its landscape is my idea of perfection. Despite the fact that the Frisians speak a different tongue from the rest of the inhabitants in the Netherlands, they strike me as being more Dutch than the Dutch.

Leeuwarden is a good centre from which to explore the countryside. How interesting, too, are some of the provincial villages, with such quaint names as Sneek, Makkum, Dokkum, and Workum. Then there are the Frisian lakes, with excellent yachting facilities, and the four West Frisian islands, with their superb sandy beaches and interesting bird life. I can think of no part of Europe, within easy reach of Britain, where one can better enjoy the open-air life and feel utterly free. (Rec. travel agent: Lissone-Lindeman Limited.)

ICELAND.—This is a land of volcanoes and glaciers, and nowhere else on earth can the battle between them be better observed. There are also many superb geysers. For the adventurous, there is steamer traffic around the Icelandic coast, while a new innovation is flying to the Arctic Circle by Icelandair.

ITALY.—Umbria is one of the most lovable parts of Italy; the people have the gentleness and beauty of the scenery; and it is as rich in remains of the past as in its vegetation. Most tourists, however, merely pass through this province quickly on their way between Florence and Rome. I suggest that a week, or even longer, in this province can provide a most rewarding holiday. With Perugia, the " Empress of Hill Towns," as a base, excursions can be made to such marvellous medieval towns as Assisi, Gubbio, Orvieto, Todi and Spoleto.

Then, Perugia itself is one of those rare towns which haunt the imagination. It is far smaller than Florence, and much less exhausting in summer, owing to its higher altitude. The Rosetta Hotel, too, is one of my favourite hotels in Italy, and its prices are reasonable. Worth noting for the escapist is the island of Isola Maggiore on Lake Trasimeno, where St. Francis spent his forty days in the " wilderness." There are a couple of simple hotels there, with pension prices of around a pound a day. Anyone interested should write to Bartocci Aristide, Isola Maggiore sul Lago Trasimeno, Perugia.

LUXEMBOURG.—This is the best country for easy walking in Europe. Easily reached by air or rail, Luxembourg city is a good centre for excursions. Vianden is one of the most famous beauty spots in the Grand Duchy, and is an attractive centre. Lunn's offer an inclusive holiday in this romantic village.

NORWAY.—To most tourists, Norway means the western fjords. For those who would like to escape from their compatriots, I suggest that the southern coast and Telemark are both very pleasing, even though the scenery is not so majestic as it is farther north. At Fevik (south coast) there is a first-class hotel, while in such small towns as Kragero, Risor, Tvedestrand and Lillesand there is comfortable accommodation. The coast generally is heavily indented by a maze of channels and small islands, and is ideal for boating. Mandal, west of Kristiansand, is a resort of some size and is noted for its fine beach—a rarity in Norway.

In Telemark, the Setesdal, reached from Kristiansand, still retains the atmosphere of the days, not so long ago, when it was practically isolated from the rest of the country. To the north-east is a land of lakes, forests and mountains; Rauland, Vradal, Bolkesjo and Kviteseid are all exhilarating and lovely centres with good hotel accommodation. (Rec. tourist agent: Bennett's Travel Bureau.)

PORTUGAL.—In the far north of Portugal is the lovely valley of the Lima, scenically as attractive as anything I saw in the whole country. At the mouth of the river is Viana do Castelo, a " museum " town rich in medieval domestic architecture. High above it on a dominating hill is the Grand Hotel Santa Luzia, whence you get a superb panoramic view. This is an excellent place for a holiday, with fine sea-bathing available. (Rec. travel agent: Allroutes.)

LA ROCHE, IN THE ARDENNES: Standing on one of many bends in the winding River Ourthe, La Roche is a small resort in the hilly, forested Ardennes country of Belgium.

HOME FROM HOME FOR PROSPEROUS ENGLISHMEN: Biarritz is the most popular seaside resort on the Atlantic coast of France. The splendid promenade, part of which is seen here, and the Grande Plage is lined with characteristic buildings, such as the Casino Municipal (in right foreground). Biarritz enjoys a fine climate throughout the year.

SPAIN.—Although Galicia, in North-West Spain, seems rather off the tourist map, yet it can be reached quite easily from England by ships of the Royal Mail Line, which call at Vigo and Corunna—you want to be quite certain, however, about your return booking. In my next article I will have more to say about this wonderful part of Spain. Now I will merely suggest that for those who want luxurious comfort there is the Grand Hotel at La Toja, a small island linked to the mainland by a causeway and easily reached from Pontevedra. The prices charged are half what you would pay for similar accommodation on the French or Italian Rivieras. (Rec. travel agent: Spanish Tourist Service.)

SWEDEN.—There is no lovelier part of this country than Dalecarlia, and Rättvik is its special gem. Situated at one end of Lake Siljan, there are fine views to the wooded hills beyond. Another attraction of this particular resort is that its Hotel Siljanborg is as good a place in which to stay as any in Sweden. (Rec. travel agent: Bennett's Travel Bureau.)

SWITZERLAND.—Prior to the war, the Valais was well known to British visitors, but in present-day conditions of organised travel it is waiting to be rediscovered, with the exception of three or four resorts, such as Zermatt and Saas-Fee. Yet, in the several long valleys running south from the Rhône, there is magnificent mountain scenery and the people still retain their old customs in many places. There are also several excellent hotels which are mostly family-run.

For anyone wishing to explore these valleys, I consider that Sion, the capital of the canton and an attractive and ancient town, is the best centre. For those who would like to stay right in the heart of a valley, I would recommend Evolène (Val d'Hérens) and Zinal (Val d'Anniviers). (Rec. travel agent: Swiss Travel Service Limited.)

JUGOSLAVIA.—There can be few names which have survived through the centuries as " Macedonia " has done. While hotel conditions are generally on the simple side, this part of the country offers many unusual interests, including some remarkable traditional dresses and several outstanding churches and monasteries. While a tour to Macedonia could be undertaken independently, I think it more suitable to travel with an organisation, if only because of language difficulties. Ramblers Association Services and F. and W. Ingham can help in this respect.

BERNESE OBERLAND

SWITZERLAND

The Bernese Oberland is situated in the centre of Switzerland, on the northern side of the principal range of the Alps. It is reached by road and rail which lead up to many heights and even to some summits. Thus you are saved from undertaking long ascents and able to penetrate, whatever your age, right into the heart of permanent snow and ice. The lovely lakeside holiday resorts on Lake Thun and Lake Brienz are within easy reach of the health resorts up on the mountains. 400 hotels with more than 25,000 beds, 20 mountain railways. Yachting and water ski-ing on lake of Thun. Swimming-pools in the mountain resorts. Mountain roads asphalted. Well-kept walks, away from traffic. Mineral springs, mountaineering schools. All summer sports, trout-fishing, Casinos.

Information and Prospectus: Bernese Oberland Tourist Office, Interlaken (Switzerland), your travel agent or the Swiss National Tourist Office, 458, Strand, London, W.C.2

INTERLAKEN

the well-known holiday and tourist resort in the Bernese Oberland is embedded in the foothills of the Bernese Alps, between the lakes of Thun and Brienz, at the foot of the majestic Jungfrau. Thanks to its sheltered position, Interlaken enjoys a settled and mild climate. Comfortable hotels, the animated life on the fashionable and world-famous Höheweg, merry people on the bathing-beach and the tennis courts, restful wandering through the woods and meadows dotted with the ruins of old castles, with chalets and churches, tours on the lakes in good company, excursions in the Alpine foothills and the Alps themselves up to the region of eternal snow—all this makes holidays in Interlaken an unforgettable experience. Season: April-October

Information: Official Tourist Office, Interlaken.

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Information: LAKE THUN TOURIST OFFICE, THUN 1
SWISS NATIONAL TOURIST OFFICE, 458/9, Strand, LONDON,
and your TRAVEL AGENT.

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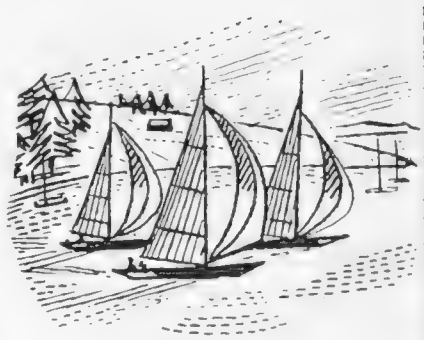

IN SPRING

IN SUMMER

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FINNAIR

BOOKINGS THROUGH ALL BEA OFFICES AND TRAVEL AGENTS

The Sphere of Travel

WHEN MONEY IS NO OBJECT

Some Suggestions for those Seeking "Millionaire" Holidays

WHEN money is no object, but taking into consideration existing British regulations regarding foreign currency, the following suggestions indicate some ways in which you can journey abroad in an expensive manner.

A round-the-world air journey, organised by Cook's, costs £1,300. Starting from London, calls are made at Entebbe (Uganda), Colombo, Singapore, Sydney, Christchurch, Auckland, Honolulu, Los Angeles, Panama, Lima, Cuzco, Antofagasta, Santiago, Chilean Lakes, Buenos Aires, Montevideo, Sao Paulo, Accra, Lagos, Kano, Khartoum and London. The duration of this magic carpet trip is 160 days.

Less extended tours offered by Cook's include a journey to Japan by air, with sightseeing by private car (twenty-seven days), at a cost of £1,000. Then there is a coach tour of Australia and New Zealand (seventy-five days), which, including air travel from London, is about the same price. Round trips by sea to this part of the Commonwealth, travelling First Class, can be had for slightly less. Also to be noted are luxury three- month holidays in South, East, and Central Africa, where the inclusive charge is from 900 guineas.

Informal Travels is a specialist travel firm offering round-the-world tours by sea, the cost being in the neighbourhood of £1,000, although with extras it can exceed this figure considerably. For those with limited time, a three-week cruise in the Mediterranean in Royal Mail ships, with suite accommodation, ranges from £400 upwards.

With not less than £1,000 available, the adventurous-minded might consider African safaris, whether for shooting game or for taking photographs of wild game. The East Africa Tourist Travel Association can supply particulars of firms in Nairobi which specialise in this class of sport, while Milbanke Travel Ltd. is a London travel agent which can make the necessary arrangements. This firm also offers the opportunity for engaging in Big Game shooting, including the Bengal Tiger, in Cooch Behar and the neighbouring state of Assam. The prices charged are based on the number of guns, but even with a minimum of two guns the all-in cost from London back to London would be around £1,500.

Nearer home, there are the Arctic safaris at Spitzbergen, organised by Odd Berg of Tromsö. Every person participating is guaranteed at least one polar bear, although you do not need to be a Big Game hunter to enjoy these trips. There is unlimited scope for taking spectacular photographs and films in scenery which must be seen to be believed. The all-in cost from London is around £500.

During March, an interesting tour of North-West Pakistan and India, chosen and accompanied by Sir Mortimer Wheeler, is offered by Fairways and Swinford. The leisurely itinerary does not attempt to cover the whole sub-continent, but aims at showing the growth of the complex cultures and civilisations that have gone into its making and taking some of the finest and most exciting examples of its rich architecture, art, and scenery to illustrate the fabulous variety it has to offer. The price of this tour, including first-class air passages out to Karachi and back from Bombay, is 770 guineas.

Finally, for those who merely require a holiday in a luxurious and expensive hotel, I recommend one of the following: the Grand or Palace hotels, Burgenstock (overlooking the Lake of Lucerne); Brenner's Park, Baden-Baden (Germany's smartest spa, with a first-class casino); Hotel du Cap, Cap d'Antibes; and the San Domenico, Taormina. In these establishments £10 a day would see you comfortably through. More costly, however, is the Schloss Mittersill, near Kitzbuehel, which is run as a club and requires an entrance fee of 100 guineas for membership. It does not follow that you will necessarily be elected.

IN NEW ZEALAND'S SOUTH ISLAND: Mt. Tasman (11,475 ft.) and Mt. Cook (12,349 ft.) are reflected in Lake Matheson, at South Westland, in the Southern Alps. In a round-the-world air journey, offered by Cook's, stops are made in New Zealand at Christchurch (South Island) and Auckland (North Island). Across in Australia a call is made at Sydney. There is also a seventy-five-day motor-coach tour of the two countries, which includes air travel from London. For those wishing to travel by sea to this part of the British Commonwealth, there are round trips in first-class accommodation.

HOLIDAYS AFLOAT

Cruises at Sea and on Inland Waterways

SEA CRUISES.—A sea cruise is the ideal means of seeing a wide variety of interesting and romantic places without any of the worries and inconveniences often attaching to other means of transport. It also extracts the maximum enjoyment with the minimum of effort—leaving one completely refreshed in mind and body.

During the months June-September the P. & O. Line and the Royal Mail Line offer a number of cruises, mostly to the Western Mediterranean; there is an occasional one to Scandinavian ports. In the case of the P. & O., accommodation is available in two classes. On the Royal Mail there is only the First Class, although there is a considerable range of prices. The same line is repeating a successful experiment of last summer by providing opportunities for cheap holidays in Spain.

On two of the sailings (from Southampton on July 13 and August 3) you travel in Third Class accommodation (also First) to Gibraltar and Santander respectively, re-embarking at Lisbon or Barcelona (according to the cruise taken). This allows you nearly ten days in the Iberian Peninsula. Cornelder's Travel and "Poly" offer planned tours for those who wish to have the land portion of this holiday organised in advance. I took a small party out last summer in the *Alcantara* to north-west Spain, and everyone was fully satisfied. I would emphasise, however, that the Third Class accommodation is extremely simple, but the food, though plain, is of good quality, and I could not wish for better service.

The Bergen Line is again running a number of cruises in the m.s. *Meteor*. Five of the seven cruises visit northern ports, while on one of these (from Bergen, July 19) the trip extends to Spitzbergen. The remaining two cruises are planned to sail (subject to change, however) to the Eastern Mediterranean and the Black Sea, including a stay of 27 hours in Yalta. Five luxury cruises are also arranged in the Swedish *Stella Polaris*.

As usual, there are daily sailings from Bergen to Kirkenes, Norway's port near the Russian frontier in the far north. On the 1,200-mile trip calls are made at some forty ports, and the round trip takes twelve days. I suggest that the journey one-way by sea might suffice, returning by long-distance bus and rail, or by air.

Another alternative is offered by two organised tours to some of the finest scenery in the "Land of the Midnight Sun." In one direction you travel by sea, in the other by motor-coach; the terminal in each instance is Narvik. Travel agents can supply further particulars.

Under the auspices of the Society for Hellenic Travel, Fairways and Swinford offer a cruise to the shores and isles of the Western Mediterranean. This cruise (March 31-April 16) is accompanied by Dr. Glyn Daniel and Professor Stuart Piggott. Only the more expensive accommodation, however, is now available.

Even though political conditions in the Eastern Mediterranean may appear intimidating to timid travellers, they will not deter others from visiting the delightful isles of Greece. The Oceanways Steamship Company specialise in various tours in this part of Europe. Three cruises which certainly appeal to me include a week's voyage from Piraeus in the m.v. *Semiramis*, with calls at Crete, Rhodes, Patmos, Delos and Mykonos. This ship is operated by the Greek State Tourist Department.

During the summer of this year, the s.s. *Partizanka*, the flagship of the Yugoslav-Adriatic Steamship Company, will make nine Adriatic cruises of a fortnight each, from Venice to Kotor and back, calling at different mainland and island ports on the homeward journey from those visited on the outward journey. The number of passengers is limited to secure the maximum comfort. For further particulars, apply to F. and W. Ingham.

Finally, in this brief survey of summer cruises, I advise any reader who wants to go further into the matter of holidays at sea to consult a specialist travel agent, for their advice is up to date. Cook's and Informal Travels are two recommended firms in this respect. The latter can also tell you about freighter trips, which are increasingly popular. The only difficulty is that in many cases the bookings have to be made months ahead.

ON INLAND WATERWAYS.—There are three firms running regular yachting cruises along the inland waterways of Holland, Belgium, Germany and France; they are Yacht Holidays, Cornelder's, and European Yacht Cruises. Their itineraries are much the same as in previous years, although Yacht Holidays now offer fifteen-day "Four Country" cruises across Europe, with Basle as the farthest destination. Cornelder's also book for a Rhine passenger service between Rotterdam and Basle; the vessels used are comfortable Swiss Rhine barges. Stops are made at night, and the journey upstream takes six to seven days; down-river in three to four days. I suggest that a one-way booking is advisable, returning from Basle overland or by air.

For utter relaxation I consider it would be difficult to excel a seven-day cruise with the Finnish Silver Line on the Saimaa Water System of Finland. The complete tour covers a route of 750 miles. The ships used are modern and comfortable, and there are opportunities to go ashore for sightseeing. You should be able to get details from your travel agent, but in case of difficulty write direct to Matkatoimisto Oy Area, Puijonkatu 13, Kuopio, Finland. Another firm offering water (and other) excursions in this country is the Finland Travel Bureau (Helsinki).

A final suggestion for those who prefer to hire small yachts and sailing boats on inland waterways, especially in Holland and Denmark. Both World Sport and World Holidays Afloat cater for this kind of holiday. Arrangements can also be made for tuition at a yachting school.

The Sphere of Travel

PASSING THROUGH EUROPE

Some Suggestions as to what to do during Short Stays in Several European Cities

MANY travellers arriving in a city for a night's stay, with no opportunity for ordinary sightseeing, are often in rather a quandary on what best to do, especially if they are complete strangers. The following suggestions may possibly prove to be more satisfying than taking advice from a hall-porter, although he should always be asked to provide a town map, which is usually available *gratis*. Mark on this map the position of your hotel, and note its name and street—sometimes people forget to do this, with rather unhappy results.

PARIS.—(*a*) From the left bank of the Seine, at the Pont de Solférino, take a trip (1½ to 2½ hours) on one of the river-boats (*bateaux-mouches*), possibly having dinner on board; or (*b*) walk from the Place de la Concorde to the Madeleine, then follow the Grands Boulevards as far as the Rue Montmartre, turn right and continue to St. Eustache in the Halles (markets), where, in a typical atmosphere, you might eat (not inexpensively, however) at the "Cochon d'Or," 31, Rue du Jour, which is close to the church.

LYONS.—Take the funicular to the conspicuous Basilica of Notre-Dame on the summit of the hill of Fourvière, beneath which huddles the Old Town, on the west bank of the Saône, and then walk down (preferably) and dine at Mère Brazier.

MARSEILLES.—Walk down the Cannebière (the main artery of this bustling seaport city to the Old Port), then have a *bouillabaisse* dinner at Guido, 16, Rue Paix, or at Auberge de la Rascasse (cheaper), 6, Quai Rive-Neuve

BASLE.—From the railway station take a tram down to the Markt Platz, then on foot to the central Rhine bridge, turn right through the narrow Rhein-sprung street, and on until you reach the Minster; from there, a short walk brings you to Barfüsserplatz, where you might dine at the Casino restaurant.

ZURICH.—From the main railway station follow the Bahnhofstrasse (fine shops) to the lake, then return alongside the River Limmat to the Bahnhof Platz, to dine in the Bahnhof restaurant.

GENEVA.—A stroll along the lakeside, then dinner at the Hôtel Richemond.

MADRID.—If you arrive in time (not later than 5 p.m.), make for the Prado, if only to visit the main Velasquez room, with a peep into the near-by Room XV, with this artist's culminating work: "Las Meniñas." Turn right on leaving the Prado to reach the Cibeles fountain, then left along the Avenida de Jose Antonio until you come to the Plaza Callao. Turn left to reach the Puerta del Sol, near which is the lovely Plaza Mayor. Near by is the restaurant Las Cuevas, full of atmosphere, while almost next door is the superb El Botin, where the sucking-pig melts in your mouth. After dinner (about midnight), a visit might be made to see *juego de pelota*, the famous Basque game played by professionals, at the Fronton Recoletos—it is thrilling to watch.

BARCELONA.—Stroll along the Ramblas, then turn off along the Calle Escudillers to reach Los Caracoles, a typical Catalan restaurant, where you eat well at moderate cost. Later, wander in the surrounding Gothic Quarter, with its medieval atmosphere, ending up at the Cathedral Square, where the illuminated west window of the cathedral is a wonderful sight.

ROME.—From Piazza Barberini, at the foot of the fashionable Via Vittorio Veneto, turn right along the Via Sistina to reach the top of the Spanish Steps; continue on to the Pincian Hill, where you get one of the finest views over Rome. From there go on to the Piazza del Popolo, and make for the Tiber, turning left to reach the Castle of S. Angelo and St. Peter's. Then, with the help of your map, proceed to the Piazza Navona, to dine at the Tre Scalini. After dinner, wander through the fascinating streets of old Rome to reach the Campidoglio, near which you get a fine bird's-eye view over the Forum and the Colosseum.

An alternative to this rather lengthy walk would be to get directed to the nearest stopping-place for a "Circolare Destra" or a "Circolare Sinistra" tram. Each gives you, in opposite directions, the best ride in Europe—at a cost of 2d. You pass most of the famous monuments of the city. You might arrange to descend at a spot whence you can reach the Piazza S. Maria in Trastevere, in order to dine at Alfredo's—not to be confused with other Alfredo restaurants.

THE OLD HARBOUR, MARSEILLES: Above the congested quays of the old harbour towers the church of Notre Dame de la Garde. The neo-Byzantine basilica, surmounted by a lofty belfry, in turn crowned by a gilded statue of the Virgin, was built in 1864 by Espérandieu on the commanding site occupied by an earlier chapel since 1214.

FLORENCE.—Walk from the Piazza del Duomo (where you might well sit awhile at a café in order to admire Giotto's Campanile, the Cathedral and the Baptistery) to the Piazza della Signoria (another halt), then by way of the famous Ponte Vecchio cross to the other side of the Arno; a walk then brings you to the Piazzale Michelangelo, whence there is a classical view over the loveliest of Italian cities.

NAPLES.—If open, I always make first for the Aquarium, with its fascinating display of incredible fish. After that, I am content to sit in the Galleria Umberto I at a café table and watch the strollers-by. Afterwards, dinner at one of the restaurants at Santa Lucia, with the haunting music of the "posteggiatori" to provide a delectable experience.

THE PRADO ART GALLERIES, MADRID: These galleries contain, among other artistic treasures, a superb collection of the works of Velasquez and a display of Old Masters gathered together from all parts of the world by successive kings of Spain.

MILAN.—Make for the Piazzo Duomo, where, apart from the fantastic exterior of the cathedral, ladies especially will be delighted with the display of silks in Galtrucco's. A drink in the Galleria Vitt. Emmanuele, then dinner at Tantalo's or Giannino's—both wonderful for gastronomic delights.

BRUSSELS.—I often think that if Lucullus could return to this world he would make straight for Brussels to enjoy a meal at the restaurant L'Epaule de Mouton—a veritable temple of gastronomy. However, to give you some appetite first, walk from the Place Rogier along the Boulevard Adolf Max to the Place de Brouckère, then further on by way of the Boulevard Anspach to the Bourse, where you turn left to reach the Grand' Place, possibly the finest square in Europe. The Rue des Harengs, with its L'Epaule de Mouton, opens off this architectural gem, to which you must, of course, return after your dinner to admire the flood-lit buildings.

HOTELS FOR MOTORISTS—AND OTHERS

In Britain we have our Trust Houses, where a reliable standard of comfort is ensured. In certain other European countries there are hotels and inns, sometimes managed by the national tourist office, where the traveller can find satisfactory accommodation at reasonable prices. They make special appeal to the motorist.

In France there are the Logis de France, hotels whose prices are inclusive of all taxes and service and which lie in agreeable surroundings, some of them off the beaten track, and offering appeal to those in search of a peaceful holiday at reasonable cost.

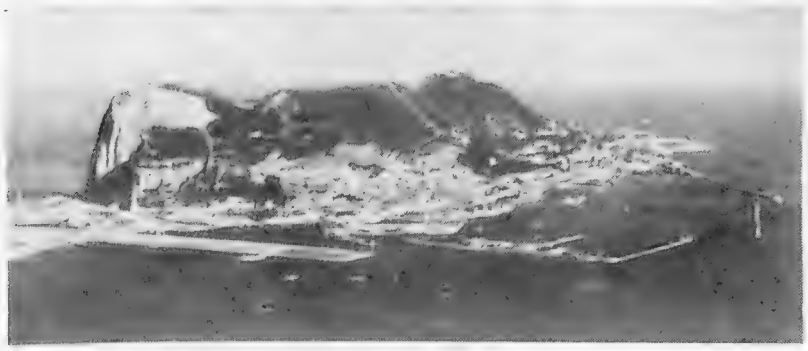
In Spain there are the *paradores* and *albuergues*, hotels and wayside inns. The former are often converted medieval castles and convents, many of them in idyllic environment, and I place their standards as being above criticism. The *albuergues* are useful especially to the motorist.

Portugal has its *pousadas*, half way between inns and hotels, and they provide as good accommodation off the beaten track as you will find in the country. I would be quite happy to stay in any of them for several days.

In Italy, there is the chain of Jolly hotels which have brought before tourists many places and districts which previously lacked satisfactory hotel accommodation, especially in Southern Italy. A new development are the motels (*Autostelli*) organised by the Automobile Club of Italy, which provide satisfactory accommodation for the motorist in Central and Southern Italy.

Worth noting, too, are the medieval castles in Germany, whose owners have converted them into hotels. Germania Limited organise a tour which includes accommodation in some of these historic buildings.

Further particulars regarding these various kinds of lodging can be obtained from the respective national tourist offices in London.



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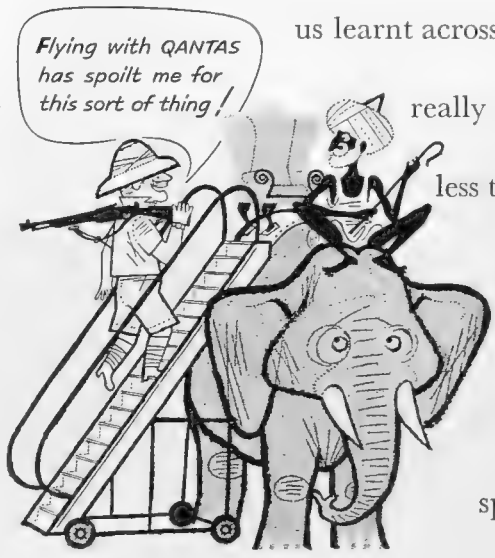

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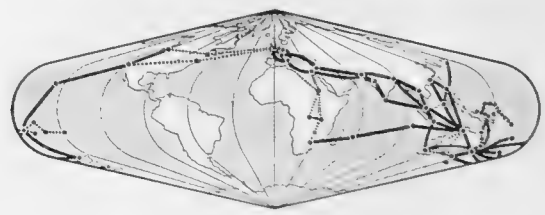

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TRAVELLER'S DIARY

A Preview of Some of the Arrangements in Europe in 1957; and Sources of Information

AUSTRIA
Zell am Ziller (May 8-9)—Costume Festival.
Traunsee and Hallstatt (June 20)—Corpus Christi procession of boats.
Friesach (June to mid-August)—Open-air plays.
Vienna (every Sunday morning)—Spanish Riding School in the Hofburg.

BELGIUM
Binche (March 5)—Famous carnival of the "Gilles."
Bruges (May 6)—Procession of the Holy Blood.
Ostend (June 30)—Blessing of the Sea.
Furnes (July 28)—Procession of the Penitents.
Ath (August 24)—Wedding of the Giants.
Bruges (during August)—Pageant Play of the Holy Blood. Taking place only once every five years, this is one of the most moving spectacles in Europe.

DENMARK
Frederikssund (June 17-22)—Viking Festival.
Throughout the country (June 23)—Midsummer bonfires.
Sonderborg (July 7-9)—Tilting Tournament.

FINLAND
Kilpisjärvi-Tornio (July 1-7)—International Arctic Canoe Rally.
Hämeenlinna (September 1-30)—Finnish Design Cavalcade; also to be staged in Helsinki.
Friesland, various centres (end of July to beginning of August)—"Skutjesilen" (competition between Frisian sailing barges).
Delft (August-September)—Military Tattoo.

ICELAND
Westman Islands (Bank Holiday week-end in August)—Celebrations.

ITALY
Gubbio (May 15)—Feast of the Candles.
Florence (Easter Saturday)—Firing of the Chariot.
Pisa (June 2)—Battle of the Bridge.
Arezzo (June 2 and September 1)—Joust of the Saracen.
Nola (June 16)—The Lily Festival.
Siena (July 2 and August 16)—"Il Palio" (Horse Race): outstanding medieval pageantry.
Venice (July 21)—"Il Redentore"; procession of gondolas commemorating the epidemic of 1575.
Venice (September 1)—Historic Regatta; colourful rowing competitions dating from the 13th century.

LUXEMBOURG
Luxembourg City (May 26)—Procession of National Pilgrimage to Our Lady of Luxembourg.
Echternach (June 11)—"Dancing Procession."

NORWAY
Karasjok and Kautokeino (Easter)—Lapp weddings.
Throughout (May 17)—Independence Day. Processions.
Oslo (June 8)—"Oslo Day," the carnival of the capital.
Trondheim (July 29)—Olsok Eve; historical play, commemorating Norway's martyr King, St. Olav.

PORTUGAL
Viana do Castelo (August 17-19)—Annual fair and pilgrimage of Our Lady of Agony, with folklore parades, dancing, bull-fights, etc.
Lamego (August 25-September 15)—Popular fair.
Golega (first week in November)—Great traditional fair of St. Martin, unique of its kind in Portugal.

BRIGUE, AT THE ENTRANCE TO THE SIMPLON TUNNEL: This thriving little Swiss town lies in the Rhone Valley at the end of the main rail link with Geneva and Lausanne. Behind the parked cars in the picture can be seen a memorial fountain to the Peruvian George Chavez, who was the first to fly over the Simplon, on September 23, 1910.

FRANCE
Arles (April 22)—Festival of the Gardians (mounted cowboys).
Tréguier (May 19)—Pardon of St. Yves, patron saint of lawyers.
Les-Saintes-Maries-de-la-Mer (May 23-25)—Pilgrimage and Gypsy Festival.
Préaux-en-Auge, Calvados (June 10)—Grand Kermesse of the "Charitons" of the Pays d'Auge (traditional from the Middle Ages).
Sablé-Solesmes (June 20, 27, 29)—Corpus Christi Celebrations; outstanding for the Gregorian chants sung by the choir of the Benedictine monks.
Estaing, Aveyron (July 7)—Festival of St. Fleuret; an interesting procession through the medieval town.
Nice (July 12-16)—International Folklore Festival.
Roquebrune (August 4)—Procession of the Passion.
Saint-Jean-Pied-de-Port (August 11-18)—Basque and Pyrenean Folklore Festival.
Ribeauville (September 1)—Festival of the Strolling Fiddlers; a tradition of the Middle Ages.
Dijon (September 14 and 15)—Festival of the Vine.

GERMANY
Berlin (late June to July)—International Film Festival.
Nürburgring (July 28)—Grand Prix.
Rothenburg (June to August)—Hans Sachs Festival and the Meistertrunk play.
Passau (August)—European Weeks, embracing a variety of cultural and artistic events.
Bad Dürkheim (September 7-10)—"Sausage Mart."
Munich (first week in October)—Beer Festival (perhaps the most uproarious spectacle in Germany).

HOLLAND
Lisse (April and May)—Keukenhof Flower Show.
Franeker (June 10)—League "Kaats" Matches (this is the national ball game of Friesland).
Hoorn (July 12)—Street Organ Competition.
Nijmegen (July 23-26)—International Marching Tour.

SPAIN
Valencia (March 10-19)—"Fallas de San José."
Holy Week in Spain (April 14-21)—Ceremonies in Seville, Malaga, Granada, Valladolid, Jerez.
Seville (April 28-May 2)—Spring Fair.
Pamplona (July 7 and following)—Festival of San Fermín.
San Sebastian (August 11-18)—"Semana Grande."
Jerez de la Frontera (September 13-16)—Vintage Festival.

SWEDEN
Throughout (April 30)—Walpurgis Night celebrations.
Throughout (June 22-23)—Midsummer celebrations.
Ostersund-Saltsjöbaden (June 11-16)—Swedish Motorcar Midnight Sun Rally.

SWITZERLAND
Geneva (June 15-29)—Festival of Roses.
Fribourg (June 16-23)—800th Anniversary of Fribourg's Foundation; processions, popular displays, etc.
Lucerne (June 29)—Nocturnal fête on the lake.
Montreux (June 29-30)—Narcissi Festival.
Interlaken (July to August)—Open-air performances of William Tell.
Locarno (mid-July)—10th International Film Festival.
Engadine (mid-July to mid-August)—Summer Concert Festival in Upper Engadine resorts.
Melchsee (August 15)—Mountain Folk Festival.
Ascona (end of August to early October)—Ascona Music Festival; outstanding artistes.
Neuchâtel, Lugano, Morges (October 5-6)—Vintners' Festivals with processions.

YUGOSLAVIA
Rijeka-Opatija (May)—Festival of folklore societies.
Dubrovnik (July 1-August 31)—Summer Festival.
Split (July 15-August 15)—Summer Festival in Diocletian's Palace.
Korcula (July 27)—"Moreska," a symbolic eleventh-century Moorish dance.
Kotor (July)—"Boka Night," traditional festivities with illuminations and decorated boats.
Sinj (August 11)—"Sinjska Alka," a tournament commemorating a victory over the Turks.

SOME OUTSTANDING MUSICAL FESTIVALS

Aix-en-Provence	July 10-30
Bayreuth (Wagner)	July 23-August 25
Bergen (Grieg)	May 24-June 7
Bordeaux	May 20-June 2
Berlin	September 22-October 8
Bregenz	July 19-August 18
Florence (Maggio Musicale)	May 4-end of June
Helsinki (Sibelius)	June 9-17
Holland (The Hague, Scheveningen, Amsterdam)	June 15-July 15
Lucerne	August 18-September 7
Munich	August 11-September 10
Prades (Pablo Casals)	July 15-August 5
Salzburg	July 27-August 31
Vienna	June 1-23
Wiesbaden	May 5-31
Würzburg (Mozart)	June
Zurich	Throughout June

Tickets for most of the above-mentioned festivals can be purchased in Britain from Keith Prowse Travel Co. Ltd., 159, New Bond Street, London, W.1. In case of difficulty, inquire from the national tourist information office of the country concerned. Tickets for Salzburg are only obtainable through the Austrian State Tourist Office.

UNUSUAL HOLIDAYS
Bird-watching (Texel, Holland): Workers' Travel Association.
Botanical Tour (Champex, Switzerland): Fairways and Swinford.
Byzantine Serbia Study Tour: Fairways and Swinford.
Camping (Corsica): Ramblers' Association Services.
Canoe Tour (Danube): Ramblers' A.S.
Club Mediteranée (main holiday centres on Corfu, Elba, Caprera and at Palinuro): Travel Counsellors.
Fishing (Norway): World Sport, Bergen Line.
Gliding (Austria): World Sport.
Historic Hostelries Tour in Germany: Germania Travel.
Horse Riding (Switzerland): World Sport.
House Parties (Kitzbuehel, Vevey, Nervi, Stockholm): Erna Low.
International Hospitality (paying guests, etc.): En Famille Agency.
Mountaineering: Ramblers' A.S., Austrian Alpine Club, World Sport.
Pilgrimages (Rome, Lourdes, Fatima): Harold Ingham.
Pony Trekking (Norway): World Sport.
Roman France Tour (Provence): Fairways and Swinford.
Sketching (various centres): W.T.A.
Study Tour (Elsinore): W.T.A.
Summer Schools (various): Harold Ingham.
Underwater exploration (Le Trayas, Minorca): World Sport.
Wine Tours (France): Circle of Wine-Tasters, John Rankin.

SOURCES OF INFORMATION

While travel agents should be able to answer your queries regarding the details of travel (transportation, hotels, etc.), there may well be other matters requiring elucidation. In addition to the specialist organisations dealing with open-air activities, there are the official information offices of the various Continental countries.

For Andorra, Finland, Greece, Liechtenstein, Monaco and San Marino, it is necessary to write to their respective National Tourist Offices in Andorra-la-Vella, Helsinki, Athens, Vaduz, Monte Carlo and San Marino.

Austria	219, Regent Street, W.1.
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Germany	6, Vigo Street, W.1.
Holland	38, Hyde Park Gate, S.W.7.
Iceland	6B, Princes Arcade, Piccadilly, S.W.1.
Italy	201, Regent Street, W.1.
Luxembourg	38, Parliament Street, S.W.1.
Norway	21, Cockspur Street, S.W.1.
Portugal	20, Regent Street, S.W.1.
Spain	70, Jermyn Street, S.W.1.
Sweden	7-8, Conduit Street, W.1.
Switzerland	458, Strand, W.C.2.
Yugoslavia	143, Regent Street, W.1.

DIRECTORY
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Bergen Line, Norway House, Cockspur Street, S.W.1.
Circle of Wine-Tasters, 2a, Duke Street, W.1.
C.I.T. (for C.I.A.T.), 10, Charles II Street, S.W.1.
Continental Road Services, 143, New Bond Street, W.1.
Thos. Cook and Son Ltd., Berkeley Street, W.1.
Cornelder's Travel, 114, Shaftesbury Avenue, W.1.
East Africa Tourist Travel Association (London Branch), East African Office, Grand Buildings, Trafalgar Square.
En Famille Agency Ltd., 20, Buckingham Street, W.C.2.
European Yacht Cruises Ltd., 36, Edgware Road, W.2.
Fairways and Swinford, 10, Hanover Street, W.1.
Fourways Travel Ltd (Marshall and Snelgrove), Oxford Street, W.1.
French Railways, 179, Piccadilly, W.1.
Germania Travel Ltd., 10, Clifford Street, W.1.
Informal Travels, 45, Queensway, W.2.
Harold Ingham, 15, St. John's Road, Harrow, Middlesex.
F. and W. Ingham, 143, New Bond Street, W.1.
Lammin Tours Ltd., 67, Blenheim Terrace, N.W.8.
Lissone-Lindeman, 25, St. James's Street, S.W.1.
Erna Low Travel Service, 47, Old Brompton Road, S.W.7.
Sir Henry Lunn Ltd., 36, Edgware Road, W.2.
Milbanke Travel Ltd., 175, Piccadilly, W.1.
Motorists' Travel Club, 5, Down Street, W.1.
Motorways Ltd., 85, Knightsbridge, S.W.1.
Oceanways Ltd., 23, Haymarket, S.W.1.
Ramblers' Association Services, 48, Park Road, N.W.1.
John Rankin and Co. Ltd., 19, Queen Street, W.1.
Spanish Tourist Service, 4, West Halkin Place, S.W.1.
Swiss Travel Service, 69, Ebury Street, S.W.1.
Travel Counsellors, 139, Kensington High Street, W.8.
Viajes Marsans, 13, Paseo de Gracia, Barcelona, Spain.
Wings Ltd., 48, Park Road, London, N.W.1.
Workers' Travel Association, Gillingham Street, S.W.1.
World Holidays Afloat, 114, Shaftesbury Avenue, W.1.
World Sport and Travel Service, 198, Sloane Street, S.W.1.
Yacht Holidays Ltd., 85, Buckingham Palace Road, S.W.1.
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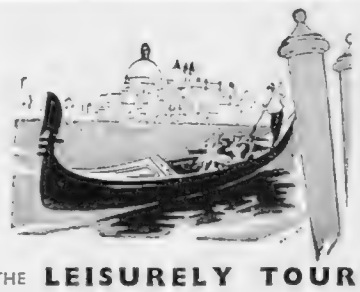

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The Guitar Red wine and white buildings, Honolulu . . . soft twilight, songs half heard, ever remembered . . .

The Roses Sirens sobbing journey's end, San Francisco, cabin full of flowers, moments of goodbye, sweet stewardess, charming barman, everyone so kind, last drink at *our* table. wonderful ship . . .

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

FIFTY PER CENT., perhaps more, of my mail from SPHERE readers comes from overseas—an interesting pointer as to how each issue of this illustrated journal circulates and percolates all over the world. It is a pleasure to feel that one is of help to readers many thousands of miles away, and the letters of appreciation I receive are a valued reward for my efforts.

In the first month of each year my thoughts turn to the great influx of visitors that will be arriving in Britain by air and sea during the coming months. Many will naturally be only including Britain as part of the grand tour of Europe. To those I would say: spend longer in Britain. Though a comparatively small country, we are packed with history, romance, scenery, and things stranger than fiction.

At the time I write (December of the old year) the prospective visitor may feel apprehensive about coming to Europe with petrol on the ration. So far as Britain is concerned, the overseas visitor will be able to get all the essential gasolene, essence, juice—or whatever you call it in your country—that he or she needs. In fact, such a generous nation are we that if you meet with an accident our hospitals and National Health Service are free to visitors from abroad!

So if you read these lines in Buffalo or Bulawayo, San Francisco or Sydney, on the Gold Coast or in Guatemala, and are wondering where to go and how to get around Britain, perhaps I can advise you on your problems.

You may have ancestors who lived in Britain and you may wish to visit their birthplaces. Perhaps I can help you where to stay in that neighbourhood. By the same token you may want to visit some living relatives, but do not want to be tied to actually staying with them. Again it is better to write to me rather than to them, for they are likely to look on it as a self-invitation. Then, again, golf may be the major factor in your tour of Britain, or, as one reader wrote me, "What I want to find more than anything is a very old inn which has a four-poster bed and a jolly, well-proportioned landlady." He qualified the latter by naïvely pointing out in confidence that it was his honeymoon trip he was arranging!

On this page are listed the announcements of a number of hotels, all of which I can personally vouch for. Some are large by our standards, most are medium and small, but in all, whether they are old, new, or converted private house, will be found modern amenities, though I should qualify this latter point by explaining that, though most hotels strive to create a few private bathrooms, many hotels do not lend themselves to reconstruction that would permit every bedroom being so equipped.

We are not as a nation prone to giving ourselves a "build-up," but from my own personal experience of travelling in other countries and from the views expressed to me by overseas visitors, I am satisfied that British hotels and inns are among the most comfortable in the world. Admittedly our food and catering standards are not as high in the aggregate as, say, in France or Italy, but the culinary skills of British chefs are on a rapidly rising upgrade, and thanks for this are largely due to the activities of our Hotel and Catering Institute, who are rapidly expanding their facilities for training chefs of the future and hotel managers-to-be.

There is no reason why the overseas visitor who is interested in good food and wine should ever experience a bad meal in Britain. But he has got to know where to go, and that is where I and others who have charted the course can advise on, whatever corner of Britain and Southern Ireland he may intend visiting.

What I wish particularly to emphasise is the need to plan ahead, especially if it is your intention to visit the Edinburgh Festival, the Shakespeare Theatre Season at Stratford on Avon, or the smaller but immensely sought-after Glyndebourne Opera season near Lewes, in Sussex. Last year (1956) the total number of visitors from the United States staying in Edinburgh for the Festival amounted to 15,347, and since 1950, when it was 3,928, it has multiplied fourfold. Records kept by the Festival Society show, too, that overseas visitors came from sixty-six countries, so obviously for such an event early decisions must be taken if anyone wants to pick and choose their accommodation. In this instance, enquiries should be directed to the Manager and Secretary of the Scottish Tourist Board, 20, York Place, Edinburgh, 1.

Unquestionably almost every overseas visitor makes a pilgrimage to Stratford on Avon, and though there is good accommodation to be found in the town for those who make their reservations early enough, there are some excellent hotels and inns within a thirty-mile radius, which enables tourists not only to enjoy a Shakespearian play in the wonderful acoustic of the Memorial Theatre, but makes it possible for them to see some of the lovely countryside around, such as the Cotswolds and the Vale of Evesham.

Many visitors from overseas are members of their countries' motoring association, which, in turn, is affiliated to our Automobile Association with head offices in London. In any case, it is worth while your linking up with them; apart from the itineraries they can supply, however obscure your journey, their three Road Books of England and Wales, Scotland and Ireland are, to my mind, quite invaluable. Only obtainable by members, the price per volume is far below normal book prices, while their contents are a veritable mine of information.

Take Stratford on Avon as an example. I have just looked it up in their *Gazetteer*; it tells me that early closing day is Thursday, a day to be avoided if you are keen on browsing in antique and old bookshops, and that market days are held on Tuesday, Wednesday and Friday—and to witness the busy scene as country and towns people intermingle is always an interesting spectacle the world over. Apart from listing the highlights of Stratford interest for the visitor, this *Gazetteer* gives, all-important to the tourist, the best routes leading from Stratford on Avon.

If you care to write to me I can put you on to a number of charming hotels within, say, a 30-mile perimeter.

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NR. BOURNEMOUTH, SANDBANKS.

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At this old Cotswold country manor, well known for good food and wine, you will find comfort and service in the tradition of more spacious days. Central heating, log fires, Television, Cocktail bar. Resident owners—Major and Mrs. R. L. Otter-Barry. Telephone: 835 and 836.

DUBLIN. THE GRESHAM HOTEL

offers those visiting Ireland the utmost in bedroom comfort: 150 rooms with radio, central heating, iced water, and 24-hour service. Many private bathrooms and suites. The Gresham Grill. Cocktail Lounge and Ballroom are the social hub of Ireland's capital. For reservations write T. O'Sullivan. Tel.: 46881.

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LINDFIELD, Sussex. COUNTY HOTEL

1 mile from Haywards Heath main line station, stands this lovely mansion, immune from sound of passing traffic. Its purport is mainly residential, with hotel catering and comfort happily blending with country house pursuits. Write A. G. Sturdy, Resident Director. Tel.: 2358.

LONDON, N.W.4. HENDON HALL

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RAVENSCAR, Scarborough. RAVEN HALL HOTEL

A self-contained, fully-licensed holiday hotel. Heated Swimming Pool, Golf Course, Putting, Tennis, Bowls, Billiards, Dancing (Orchestra), Cinema, TV—all free to residents. Fully inclusive terms from 4os. per day. Re-opens at Whitsun. Tel.: Cloughton 233.

ST. IVES, Cornwall. THE GARRACK HOTEL

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SIDMOUTH, Devon. BELMONT HOTEL

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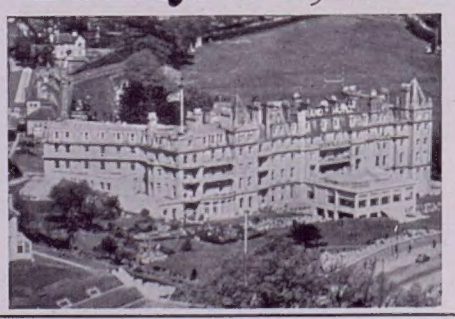

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Write O. R. Paul.

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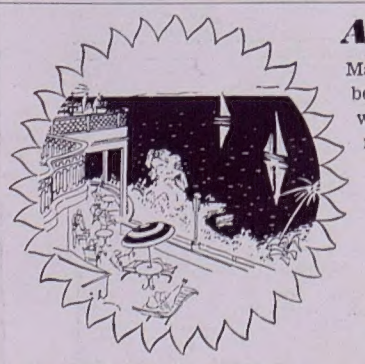

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